



## United States Senate

WASHINGTON, DC 20510-0905

BILL NELSON  
FLORIDA

October 15, 2009

The Honorable Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Secretary LaHood,

Thank you for your careful attention to Florida's proposal for high-speed rail between Tampa, Orlando and Miami. I know from speaking with you and from your recent remarks in Orlando that you are well aware of the tremendous benefits of this project.

I appreciate, however, your honesty about our drawbacks—namely, that our state legislature has been slow to express its support for high-speed rail and other commuter rail projects in Florida.

Following our conversation, I wrote to our legislature's leadership and asked that they make a strong commitment to supporting high-speed rail, and I am pleased that more than thirty members have written to you to do so. In addition over forty local organizations have sent letters or passed resolutions; in fact, I have compiled in excess of seventy endorsements made since you and I spoke this summer, and they are attached for your review.

Nevertheless, I recognize that our work is not finished. Our legislature must still prove that it will invest in connectivity by finding a way to back systems like Tri-Rail and commuter rail in Central Florida. I will continue my efforts, and would be interested in hearing from you whether there are specific or quantifiable benchmarks that Florida must meet in order to have a successful bid.

Thank you, again, for your interest.

Sincerely,

A handwritten signature in black ink that reads "Bill Nelson". The signature is written in a cursive style with a large, sweeping "N" and a long, horizontal flourish at the end.

**THE FLORIDA SENATE**  
**SENATOR JEFF ATWATER**  
*President*

August 6, 2009

The Honorable Stephanie Kopelousos  
Secretary, Florida Department of Transportation  
Haydon Burns Building  
605 Suwannee Street  
Tallahassee, FL 32399-0450

Dear Secretary Kopelousos:

As I know you are quite aware, with the passage and implementation of the American Recovery and Reinvestment Act of 2009, there has been a renewed interest in establishing a comprehensive rail-transit system in Florida.

According to the United States Department of Transportation, the purpose of the funding is to build an efficient, high speed passenger rail network connecting major population centers; to improve and expand Amtrak's fleet, track, bridges, tunnels, and signals, as well as improve the safety and security of its rail facilities; and to fund capital projects that expand passenger rail capacity. The funding will begin to lay the foundation for a modernized transportation system by upgrading the reliability and service of conventional intercity passenger rail.

It is my hope that we start thinking of state transit and infrastructure projects as strategic investments, rather than simply as expenditures. Infrastructure investment is critical to our economic recovery and our long-term prosperity. Historically, rail systems have not been at the forefront of Florida's transportation initiatives; however, rail is an economic development issue and critical to our economic future. Such systems provide alternative transportation routes, which increase mobility and stimulate job creation, expanding economic opportunities for Floridians.

The forces which drive our state's economy are, in most cases, inherently linked to the national economy and often to the international economy. Florida, by itself, cannot achieve economic recovery. Government does not create prosperity; however, it is our duty to seize every opportunity to affect the odds in favor of our citizens, our communities, and our businesses. Transportation, efficiently moving people and goods, is a central component of Florida's future economic strength. Investing in rail is an opportunity that we should vigorously pursue for the good of all Floridians.

August 6, 2009

Page 2

I understand that the Florida Department of Transportation has the statutory authority and expertise to work towards developing rail infrastructure in Florida. I appreciate your agency taking the necessary steps to ensure we applied for federal funding in a timely manner. Florida is uniquely situated and well positioned for consideration for investments in its rail system, thanks in part to the good work of the Florida Department of Transportation, the Florida High Speed Rail Authority, and others.

We have a responsibility to ensure that any funding - whether federal, state, or local - is used wisely and that is particularly important in these economic times. I believe this is an excellent opportunity for us to reevaluate the roles of the various parties in the development of a comprehensive rail infrastructure plan for Florida's transportation system. It is imperative that we work together toward the common goal of an integrated statewide transportation system that operates efficiently and enhances Florida's competitiveness, while expanding the travel options available for our residents and visitors.

I look forward to continuing to work with you for the benefit of Florida's future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Atwater". The signature is stylized with a large, looped "J" and a cursive "Atwater".

Jeff Atwater

President

c: Governor Charlie Crist



## THE FLORIDA LEGISLATURE

Tallahassee, FL 32399-1100



August 18, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

The Honorable Joseph Szabo, Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

Dear Secretary LaHood and Administrator Szabo:

It is with great enthusiasm that we write to express support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail corridor of Tampa-Orlando-Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). The availability of this funding is based on a competition among eligible States, including the State of Florida. This letter of support, and similar ones from our colleagues across our great state, demonstrates our unified commitment to see plans turn into reality after decades of planning for High Speed Rail.

High Speed Rail planning in Florida has been occurring for decades. Previous efforts have resulted in our preparedness on many fronts, including specific State statutes that are still in place. The private sector, envisioned as an important financial partner in this system, has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. The viability of having High Speed Rail in Florida has never looked stronger.

Florida offers the following specific advantages that line up perfectly with the criteria being scored in the national competition for funding:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (this corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a high speed rail system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;

August 18, 2009

Page 2

- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many of whom are used to traveling by train at home;
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elderly population drives on our highways due to no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different modes including airlines, existing and planned commuter and light rail systems, bus service and other modes.

And, HSR WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!

We have an unprecedented opportunity to invest in a transportation alternative that is widely available in other developed countries around the world. The willingness of our federal government to invest in this travel mode has eluded us so far, yet there has never been a better time than now and there is no better place to invest in this mode than in Florida.

We proudly offer our full and enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

Paula Dockery (R), Lakeland  
State Senator, 15<sup>th</sup> District

Mike Bennett (R), Bradenton  
State Senator, 21<sup>st</sup> District

Dennis Jones (R), Seminole  
State Senator, 13<sup>th</sup> District

Arthenia Joyner (D), Tampa  
State Senator, 18<sup>th</sup> District

Evelyn Lynn (R), Ormond Beach  
State Senator, 7<sup>th</sup> District

Steve Oelrich (R), Cross Creek  
State Senator, 14<sup>th</sup> District

Page 3

Faye Culp (R), Tampa  
State Representative, 57<sup>th</sup> District

Jim Frishe (R), St. Petersburg  
State Representative, 54<sup>th</sup> District

Bill Galvano, (R) Bradenton  
State Representative, 68<sup>th</sup> District

Joe Gibbons (D), Hallandale Beach  
State Representative, 105<sup>th</sup> District

Bill Heller (D), St. Petersburg  
State Representative, 52<sup>nd</sup> District

Mike Horner (R), Kissimmee  
State Representative, 79<sup>th</sup> District

Janet Long (D), Seminole  
State Representative, 51<sup>st</sup> District

Peter Nehr (R), Tarpon Springs  
State Representative, 48<sup>th</sup> District

Ken Roberson (R), Port Charlotte  
State Representative, 71<sup>st</sup> District

Richard Steinberg (D), Miami Beach  
State Representative, 106<sup>th</sup> District

Michael Scionti (D), Tampa  
State Representative, 58<sup>th</sup> District

# THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:  
Criminal and Civil Justice Appropriations,  
Chair  
Commerce  
Criminal Justice  
Governmental Oversight and Accountability  
Rules  
Ways and Means - Policy and Steering

SENATOR VICTOR D. CRIST  
12th District

August 18, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

The Honorable Joseph Szabo, Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Dear Secretary LaHood and Administrator Szabo:

I write to express my enthusiastic support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail corridor of Tampa-Orlando-Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). The availability of this funding is based on a competition among eligible States, including the State of Florida. This letter of support, and similar ones from our colleagues across this state, demonstrates our unified commitment to see plans turn into reality after decades of planning for High Speed Rail.

Previous efforts have resulted in our preparedness on many fronts, including specific State statutes that are still in place. The private sector, envisioned as an important financial partner in this system, has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. The viability of having High Speed Rail in Florida is very strong.

Florida offers the following advantages that line up with the criteria being scored in the national competition for funding:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (this corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a high speed rail system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- High Speed Rail offers transportation mobility for our tourist population (84 million in 2008), many of whom are used to traveling by train at home;

REPLY TO:

- 11961 North Florida Avenue, Suite B, Tampa, Florida 33612 (813) 975-6658
- 208 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5068

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

JEFF ATWATER  
President of the Senate

MIKE FASANO  
President Pro Tempore

August 18, 2009

Page 2

- High Speed Rail is a Green solution that greatly reduces carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- High Speed Rail relieves pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elderly population drives on our highways due to no viable alternative;
- High Speed Rail has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- High Speed Rail offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different modes including airlines, existing and planned commuter and light rail systems, bus service and other modes.

And, HIGH SPEED RAIL WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!

We have an unprecedented opportunity to invest in a transportation alternative that is widely available in other developed countries around the world. The willingness of our federal government to invest in this travel mode has eluded us so far, yet there has never been a better time than now and there is no better place to invest in this mode than in Florida.

I proudly offer my enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

Senator Victor D. Crist,  
Florida Senate, District 12





## THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

### COMMITTEES:

Education Pre-K - 12, *Chair*  
Children, Families, and Elder Affairs  
Commerce  
Education Pre-K - 12 Appropriations  
Environmental Preservation and Conservation  
Social Responsibility - Policy and Steering

### JOINT COMMITTEE:

Intergovernmental Relations

SENATOR NANCY C. DETERT

*Majority Whip*  
23rd District

August 17, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington D.C. 20590

Paul Nissenbaum, Director  
Office of Passenger and Freight Rail Programs  
Federal Railroad Administration  
U.S. Department of Transportation  
West Building-Mail Stop 20  
1200 New Jersey Avenue SE  
Washington D.C. 20590

Dear Secretary LaHood and Mr. Nissenbaum:

I am writing to express my whole-hearted support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail Corridor of Tampa-Orlando-Miami. President Obama's Vision for High Speed Rail in America provides federal funding for High Speed Rail under the *American Recovery and Reinvestment Act (ARRA)*.

Florida offers the following advantages that line up perfectly with the criteria being scored in the national competition for funding:

- The Tampa-Orlando corridor is **prepared** to begin construction of a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many who are used to traveling by train at home, and Tampa-Orlando is a main route for tourists;

### REPLY TO:

- 417 Commercial Court, Suite D, Venice, Florida 34292 (941) 480-3547
- 318 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 467-5081

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

JEFF ATWATER  
President of the Senate

MIKE FASANO  
President Pro Tempore

August 17, 2009

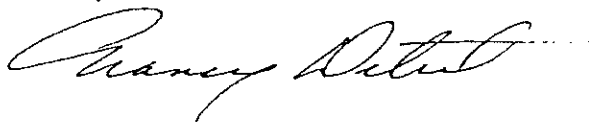
Page 2

- The private sector has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance.
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- FDOT has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
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- HSR WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!

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I offer my enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

A handwritten signature in cursive script, appearing to read "Nancy Detert".

Nancy C. Detert

NCD/ca

# THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

## COMMITTEES:

Transportation and Economic Development  
Appropriations, *Chair*  
Banking and Insurance  
Communications, Energy, and Public Utilities  
Ethics and Elections  
Governmental Operations - Policy and Steering  
Judiciary  
Ways and Means - Policy and Steering

## JOINT COMMITTEE:

Legislative Budget Commission

## SENATOR MIKE FASANO

*President Pro Tempore*  
11th District

August 13, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Paul Nissenbaum, Director  
Office of Passenger and Freight Rail Programs  
Federal Railroad Administration  
U.S. Department of Transportation  
West Building - Mail Stop 20  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary LaHood and Director Nissenbaum,

I write to you today to express my support for the application to the Federal Railroad Administration, by the State of Florida, for funding of the federally-designated High Speed Rail (HSR) corridor of Tampa/Orlando/Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). Florida's Tampa/Orlando/Miami is eligible to compete for the first round of funding.

We have been working on High Speed Rail planning here in Florida for decades, therefore we are prepared for its inception in many ways, including having created and amended State statutes to give us the ability to do so. The private sector has stepped up and demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. This is why I believe the time is perfect for Florida to apply for these funds.

The State of Florida aptly meets the criteria for funding scoring within this national competition in the following ways:

- The Tampa-Orlando corridor can begin construction of a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);

## REPLY TO

□ 8217 Massachusetts Avenue, New Port Richey, Florida 34653-3111 (727) 848-5865  
□ 404 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (904) 487-5062

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

JEFF ATWATER  
President of the Senate

MIKE FASANO  
President Pro Tempore

August 13, 2009

Page 2

- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
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- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.
- HSR will create thousands of permanent green jobs and greatly promote economic development at a time when they are most needed.

For all of these reasons, I highly support the idea of bringing High Speed Rail to the State of Florida. We are poised to make this plan a reality and with the help of the Federal Government we can invest in a great transportation alternative.

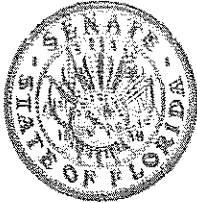
Thank you for your consideration and please let me know if there is ever anything I can do for you.

Sincerely,



Mike Fasano  
Florida State Senator, District 11

MF/gc



## THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

**COMMITTEES:**  
Transportation, *Chair*  
Commerce and Industry - Policy and Steering  
Community Affairs  
Ethics and Elections  
Health Regulation  
Reapportionment  
Rules  
Transportation and Economic Development  
Appropriations

**JOINT COMMITTEE:**  
Legislative Auditing

**SENATOR ANDY GARDINER**

*Majority Whip*  
9th District

October 9, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue Southeast  
Washington D.C. 20590


Dear Secretary LaHood,

I would like to express my support for the State of Florida's commuter and high-speed rail applications to the Federal Railroad Administration for federal funding under the American Recovery and Reinvestment Act. The funding requests, \$270 million and \$2.5 billion respectively, are part of Florida's commitment to promoting transportation connectivity.

These projects combined will provide necessary mobility for our citizens and tourists. They are interdependent. High-speed rail will connect our major regions and commuter rail will provide the interconnections among the cities within the regions. One cannot be done without the other. They are both imperative when it comes to strategic planning.

Now more than ever, we need to upgrade our transportation system and prepare for tomorrow's demands. Florida stands ready to invest in our future; we hope the federal government will do the same. I thank you for your time and consideration of this matter. If you should have any questions or need any additional information regarding this request, please do not hesitate to contact my office at 407-428-5800.

Sincerely,

  
State Senator Andy Gardiner  
District 09

AG: svc

**REPLY TO:**

- ☐ 1013 East Michigan Street, Orlando, Florida 32806 (407) 428-5800
- ☐ 308 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5047

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

**JEFF ATWATER**  
President of the Senate

**MIKE FASANO**  
President Pro Tempore



## THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

SENATOR NAN H. RICH  
34th District

COMMITTEES:  
Children, Families, and Elder Affairs - Vice Chair  
Energy, Environment, and Land Use -  
Policy and Steering, Vice Chair  
Health and Human Services Appropriations  
Vice Chair  
Commerce  
Environmental Preservation and Conservation  
Ethics and Elections  
Ways and Means - Policy and Steering

JOINT COMMITTEE:  
Legislative Sunset

August 17, 2009

The Honorable Ray La Hood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

The Honorable Joseph C. Szabo, Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary LaHood and Mr. Szabo:

I am writing to express my support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated Tampa-Orlando-Miami High Speed Rail Corridor.

Florida is an ideal candidate for funding from President Obama's Vision for High Speed Rail in America program as part of the American Recovery and Reinvestment Act (ARRA) for several reasons. Our state has already completed the NEPA process, and already owns the vast majority of the right-of-way - which constitutes a \$1 billion in-kind match by the state. These two factors will enable construction to begin in less than two years, thus expediting the positive economic impact and job creation the ARRA is intended to stimulate. In addition, Florida's relatively flat terrain makes construction less expensive than in other areas of the country.

High Speed Rail would be an especially attractive mode of transportation to two large segments of people who travel in Florida - tourists, many of whom are from countries where train travel is prevalent and the elderly whose need for transportation that does not require them to drive is greater than younger segments of the population.

For these reasons, I am pleased to add my support to Florida's request for funding under the Vision for High Speed Rail in America program. Thank you for your consideration of Florida's application.

Sincerely,

Nan Rich  
State Senator

PEPLY TO

777 Sawgrass Corporate Parkway, Sunrise, Florida 33325-8256 (954) 747-7933  
214 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5103

Senate's Website: [www.flsenate.gov](http://www.flsenate.gov)

JEFF ATWATER  
President of the Senate

MIKE FASANO  
President Pro Tempore



## The Florida House of Representatives

### Office of the Speaker

Larry Cretul  
Speaker

August 12, 2009

Secretary Stephanie Kopelousos  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

Dear Secretary Kopelousos:

Multimodal infrastructure is critical to Florida's future growth and development. Florida's transportation system must adapt to keep pace with our changing communities and economy, and to enable us to successfully compete in the national and international markets.

Efficiently moving people and goods is central to our state's economic recovery and future sustainability. I was pleased to hear the Florida Department of Transportation is updating the Florida Rail System Plan. Florida's rail system is an integral part of a statewide, interconnected system of high-priority transportation hubs, corridors and connectors. It is important that our future rail plan be based on a careful evaluation of the previous rail planning efforts by the department and the work of the Florida High Speed Rail Authority. The rail system should be developed in a manner that maximizes the use of existing facilities and integrates and coordinates the various modes of transportation in a cost-effective manner, drawing on the professional expertise as well as the financial opportunities that may be available from the private sector.

The recent passage and implementation of the American Recovery and Reinvestment Act of 2009 provides an opportunity to assist in the implementation of a well-planned, comprehensive rail-transit system in Florida. I applaud the department's efforts to apply for federal funding under this program.

I know you are fully aware that Florida has been dealing with an unprecedented budget environment over the last few years. With an uncertain economic outlook we must take a measured and thoughtful approach to reviewing the budget impacts of major capital projects with significant ongoing operating costs. Investments in Florida's rail system must promote and support desired economic growth. This is necessary to produce a responsible, long-term budget

Page 2

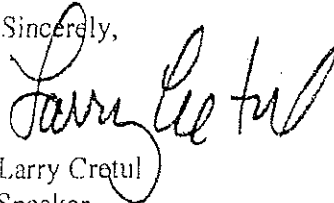
that protects our most important priorities and puts Florida in the best possible position to rebound as the economy recovers.

Like thousands of families and businesses in Florida, we have to prioritize spending and focus on what is most important. We must be responsible in our use of federal stimulus dollars and not use those dollars to grow government or recurring program costs in future years. In the current economic climate all government projects, including these proposed rail projects, will need to have significant justification showing benefits to Florida's citizens and visitors and a thorough analysis of potential cost impacts to the taxpayers before public funds are obligated.

I look forward to receiving the department's updated Florida Rail System Plan and proposed implementation strategies, along with your analysis and recommendations of how to proceed with these rail projects proposed for federal funding. Because the projects will also require substantial state and local funding, this information will be critical as the Legislature evaluates all state spending and makes funding decisions which are in the long-term best interests of the state's financial future. In this regard it would be very helpful for the department to provide legislative staff with regular updates on the status of these proposals.

Thank you for your dedication and service to the citizens of Florida.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Crotul", written in a cursive style.

Larry Crotul  
Speaker

cc: Honorable Charlie Crist  
Honorable Bill Nelson



# Florida House of Representatives

Representative Tom Anderson  
District 45

August 31, 2009

The Honorable Charlie Crist  
Governor, State of Florida  
PL 05 The Capitol  
400 South Monroe Street  
Tallahassee, FL 32399-0001

Dear Governor Crist:

Florida's Tampa-Orlando-Miami corridor is eligible to compete for the first round of federal funding of \$8 billion under the American Recovery and Reinvestment Act (ARRA). High Speed Rail (HSR) is the "Interstate system" of this century, and Florida can lead the charge based on the following:

- The private sector has previously demonstrated its willingness to invest in HSR and assume ridership revenue risk to cover the cost of operations and maintenance.
- The Tampa-Orlando corridor can begin construction of a HSR Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- FDOT has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many who are used to traveling by train at home;

□ 2236 US Highway 19, Mount Vernon Professional Center, Holiday, FL 34691 (727) 943-4760  
□ 1301 The Capitol, 402 South Monroe Street, Tallahassee, FL 32399-1300 (850) 488-8528

#### Councils/Committees:

Elder & Family Services Policy Committee, Chair • Healthy Seniors Appropriations Committee, Vice Chair  
Full Appropriations Council on General Government & Health Care • General Government Policy Council  
• Health & Family Services Policy Council

The Honorable Charlie Crist  
August 31, 2009  
Page Two

- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights than will increasingly be needed to support our growing air travel demands;
- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access; and
- Interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.

High Speed Rail will create thousands of permanent green jobs and greatly promote economic development at a time when they are most needed in the state. There has never been a better time than now and there is no better place to invest in this mode than in Florida.

Sincerely,



Tom Anderson  
State Representative  
House District 45

TA:emh

☐ 2236 US Highway 19, Mount Vernon Professional Center, Holiday, FL 34691 (727) 943-4760  
☐ 1301 The Capitol, 402 South Monroe Street, Tallahassee, FL 32399-1300 (850) 488-8528

Councils/Committees:

Elder & Family Services Policy Committee, Chair • Healthy Seniors Appropriations Committee, Vice Chair  
Full Appropriations Council on General Government & Health Care • General Government Policy Council  
• Health & Family Services Policy Council



Representative Dean Cannon  
Florida House of Representatives, District 35

1992 Mizell Avenue, Suite 200  
Winter Park, FL 32792-4117  
(407) 623-5740 ~ (407) 623-5742 fax

422 The Capitol  
402 S. Monroe St. Tallahassee, FL 32399  
(850) 488-2742

August 26, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

Paul Nissenbaum, Director  
Office of Passenger and Freight Rail Programs  
Federal Railroad Administration  
U.S. Department of Transportation  
West Building-Mail Stop 20  
1200 New Jersey Ave SE  
Washington D.C. 20590

Dear Secretary La Hood and Mr. Nissenbaum:

I write you today to express my support for Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail corridor of Tampa-Orlando-Miami. After decades of planning, many of my colleagues and I are wholly committed to seeing High Speed Rail (HSR) become a reality in the state of Florida. The American Recovery and Reinvestment Act (ARRA) provides federal funding for High Speed Rail, and it is my belief that Florida, more than any other state, has met the necessary criteria and is well poised for this funding.

Not only is there widespread support among Florida's public and private sectors for HSR, but previous efforts to bring it to Florida have laid the foundation for HSR to be quickly realized today. If Florida is approved for federal funding, the Tampa-Orlando corridor of a High Speed Rail Express system can begin construction in less than two years based on extensive previous planning and environmental work. This will create thousands of permanent green jobs and greatly promote economic development in our state at a time when it is needed the most.

Florida's flat geography also offers its own unique advantages by offering a less costly investment than states with variable terrain requiring expensive structures and tunnels. The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution greatly enhances our competitive position. Furthermore, the geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity, yet it is perfectly suited for high passenger-capacity trains, which will assure high ridership.

Our precious environment will benefit from HSR as this Green solution to transporting our citizens will greatly reduce carbon emissions through more efficient energy use, thereby reducing our reliance and consumption on foreign oil. When a hurricane poses a threat to Florida's coast and evacuations are necessary, HSR will also offer assistance in a safe, orderly and high-capacity manner. Florida's aging population will benefit

*Chair, Select Policy Council on Strategic & Economic Planning  
Head of the Office of Reapportionment; Policy Council,  
Rules and Calendar Council*

*Dean.cannon@myfloridahouse.gov*

Page 2/High Speed Rail

too, as they will be given a safe mode of transportation when they are unable to drive on Florida's busy and crowded highways.

With millions of visitors from around the world making their way to Florida every year, HSR will offer Florida's tourist population (84 million in 2008) transportation mobility while relieving pressure from our major international airports to provide regional air service. Both Orlando International Airport and the Miami Intermodal Center have made considerable investments to accommodate High Speed Rail Systems, and Florida offers interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.

Florida is ready to lead the charge in developing High Speed Rail, and there has never been a better time than now to create green jobs, promote economic development, and provide efficient transportation for the millions of people who visit the Sunshine State and call it home.

It is with utmost pride that I offer my full and enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,



Dean Cannon  
Speaker-designate  
Florida House of Representatives

Cc Senator Bill Nelson, U.S. Congress



**The Florida House of Representatives**  
**Representative Jim Frishe**  
**House District 54**

**District Address:**

Suite A  
125 Indian Rocks Road North  
Belleair Bluffs, FL 33770-1727  
Phone: (727) 518-3902

**Tallahassee Address:**

214 House Office Building  
402 South Monroe Street  
Tallahassee, FL 32399-1300  
Phone: (850) 488-9960

Jim.Frishe@myfloridahouse.gov

August 14, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, D.C. 20590

The Honorable Joe Szabo  
Federal Railroad Administrator  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Dear Secretary LaHood and Administrator Szabo:

It is with strong positive recommendation that I write to express my support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail (HSR) corridor of Tampa-Orlando-Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). The availability of this funding is based on a competition among eligible states, including the State of Florida. This personal letter of support, and similar ones from my colleagues throughout our great state, demonstrates our unified commitment to see plans turn into reality after decades of planning and advocating for High Speed Rail.

Florida has planned for High Speed Rail for decades. Our prior work has resulted in our readiness on many fronts, including specific State statutes that are in place. The private sector, envisioned as an important financial partner in this system, has demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. The capability of having High Speed Rail in Florida has never been stronger.

Florida offers the following specific advantages that perfectly fulfill the criteria being scored in the national competition for funding:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work. This corridor has been through the lengthy NEPA process.

August 12, 2009

Page 2

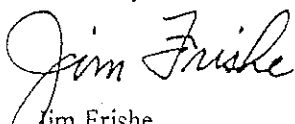
- The geography along the Tampa-Orlando-Miami has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- The area's geography is flat, offering a less costly investment than states with variable terrain that requires more costly structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for High Speed Rail, allowing our state to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many of whom are accustomed to traveling by train;
- HSR is a green solution that will greatly reduce carbon emissions through a more energy-efficient mode of transportation resulting in reducing our reliance on foreign oil consumption;
- HSR will alleviate pressure on our state's international airports to provide regional air service, thus preserving slots for longer-distance flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elderly population drive on our highways due to lack of reasonable alternatives;
- HSR has a proven safety record worldwide with minimal recorded accidents after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both the Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different forms of transportation including airlines, existing and planned commuter and light rail systems, bus service and other modes.

And, High Speed Rail will create thousands of permanent, green jobs which will greatly promote economic development at a time when it is most needed.

We have an unprecedented opportunity to invest in a transportation alternative that is widely available in other developed countries. The willingness of our federal government to invest in this form of travel has eluded us thus far, yet there has never been a better time than now and there is no better place to invest than in Florida.

I wholeheartedly offer my full and enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

  
Jim Frishe  
State Representative  
District 54



Florida House of Representatives  
Representative Mike Horner  
District 79

Reply to:  
323 Pleasant Street  
Kissimmee, Florida 34741  
(407) 943-3077

State and Community Colleges & Workforce Appropriations Committee  
Energy & Utilities Policy Committee  
State Universities & private Colleges Policy Committee  
Economic Development Policy Committee  
Joint Legislative Committee on Inter-Governmental Relations  
Transportation and Economic Development Appropriations Committee  
Deputy Majority Whip

300 House Office Bldg.  
402 South Monroe Street  
House Office Building,  
Tallahassee, Florida 32399-1300  
(850) 499-8992

August 17, 2009

The Honorable Ray LaHood, Secretary  
Administrator  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

The Honorable Joseph C. Szabo,  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington D.C. 20590

Dear Secretary LaHood and Administrator Szabo,

I am honored to write to you and express my enthusiastic support for the State of Florida's application to the Federal Railroad Administration for funding of the federally designated High Speed Rail corridor of Tampa-Orlando-Miami. After decades of planning and forward thinking, Florida is particularly well positioned to use these federal funds quickly and wisely.

High Speed Rail will be a vital travel option not only for our residents but also for the millions of tourists (84 million in 2008) who visit the Sunshine State every year. The economic development impact of this project is greatly needed at this time and once the project is complete, High Speed Rail will have created thousands of permanent green jobs.

I believe Florida's application will speak for itself. In it you will see that our state has planned extraordinarily well and we are best equipped to be a cornerstone of the *Vision for High Speed Rail in America*.

Sincerely,

Mike Horner, State Representative  
District 79

# Florida House of Representatives

**Seth McKeel**  
Representative, District 63

4250 South Florida Avenue, Suite 4  
Lakeland, FL 33813-1725  
(863) 647-4896  
(863) 647-4898 Fax  
email: [seth.mckeel@myfloridahouse.gov](mailto:seth.mckeel@myfloridahouse.gov)

1102 The Capitol  
402 S. Monroe Street  
Tallahassee, FL 32399-1300  
(850) 488-9890

August 14, 2009

The Honorable Joseph Scabo, Administrator  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington D.C. 20590

Dear Mr. Scabo,

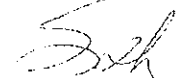
I join with my colleges in the Florida Legislature to respectfully request the Federal Railroad Administration's favorable consideration of the State of Florida's application for Federal funding for High Speed Rail.

I believe Florida's mission to provide regional connectivity and to enhance economic activities perfectly coincides with President Obama's *Vision for High Speed Rail in America*. High Speed Rail will provide a major transportation alternative to Florida's large resident and visitor populations and will contribute greatly to our goals of growth management and environmental preservation. We are poised to lead the charge with the "Interstate system" of this century.

The Florida Department of Transportation has demonstrated tremendous foresight in planning and in preserving the 44 foot envelope needed to build the alternative transportation system in the median of our highway corridors. As the only applicant who has been through the lengthy NEPA process, Florida can begin construction of a High Speed Rail Express system in our Tampa-Orlando corridor in less than two years.

Again, I believe this project goes a long way toward alleviating some significant transportation deficiencies not only in our state but also in our nation. I sincerely appreciate your consideration of Florida's request. I am

Sincerely yours,



Seth McKeel

#### Councils and Committees:

(Chair) State & Community Colleges & Workforce Policy Committee- (Vice Chair) State & Community Colleges & Workforce Appropriations Committee- Full Appropriations Council on General Government and Health Care- Energy & Utilities Committee- Education Policy Council-Natural Resources Appropriations Committee- Select Policy Council on Strategic & Economic Planning- Roads, Bridges, and Ports Policy Committee





# Florida House of Representatives

*Representative Steve Precourt*

District 41

District Office:  
310 South Dillard Street  
Suite 400  
Winter Garden, FL 34787  
(407) 814-6138

Tallahassee Office:  
1101 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399  
(850) 488-0256

August 17, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

**Re: Florida's FRA application for High Speed Rail**

Dear Secretary LaHood:

I would like to share my support for Florida's application to the Federal Railroad Administration for the High Speed Rail Corridor between Tampa and Orlando. Florida's businesses and State and Local Governments are ready to support this initiative. This project aligns with the goals of the American Recovery and Reinvestment Act, creating green jobs and stimulating local economy. Florida's application also demonstrates the speed at which construction can begin on this job, in less than two years, and Florida has also completed the NEPA process.

Thank you for your time and support of Florida's application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steve Precourt", is written over a faint, larger cursive signature that is partially visible in the background.

Rep. Stephen Precourt  
House District 41

[Steve.Precourt@myfloridahouse.gov](mailto:Steve.Precourt@myfloridahouse.gov)

Committees: Full Appropriations Council on Education and Economic Development - *Vice Chair* State Universities and Private Colleges Appropriations Committee - Energy and Utilities Committee - Education Policy Council - *Chair* State Universities and Private Colleges Policy Committee - Economic Development Policy Committee



Florida House of Representatives  
Representative David Rivera  
District 112

Reply to:

☐ 1460 N.W. 107 Avenue  
Suite P – 2<sup>nd</sup> Floor  
Miami, FL 33172  
Ph.: (305) 227-7630  
Fax: (305) 227-7632

☐ 222 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399-1300  
Ph.: (850) 488-7897  
e-mail: david.rivera@myfloridahouse.gov

☐ Collier County Courthouse  
3301 E. Tamiami Trail Suite 305  
Naples, FL 34112-3972  
Ph.: (239) 434-5094  
Fax: (239) 434-5095

September 25, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington D.C. 20590

Paul Nissenbaum, Director  
Office of Passenger and Freight Rail Programs  
Federal Railroad Administration  
U.S. Department of Transportation  
West Building-Mail Stop 20  
1200 New Jersey Avenue SE  
Washington D.C. 20590

Dear Secretary LaHood and Mr. Nissenbaum:

I am writing to express my whole-hearted support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated **High Speed Rail Corridor of Tampa-Orlando-Miami**. President Obama's Vision for High Speed Rail in America provides federal funding for High Speed Rail under the *American Recovery and Reinvestment Act (ARRA)*.

Florida offers the following advantages that line up perfectly with the criteria being scored in the national competition for funding:

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Councils: Full Appropriations Council on Education & Economic Development, **Chairman**  
Full Appropriations Council on General Government & Health Care, **Chairman**  
Joint Legislative Budget Commission, **Chairman**  
Rules & Calendar Council

- The Tampa-Orlando corridor is **prepared** to begin construction of a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many who are used to traveling by train at home, and Tampa-Orlando is a main route for tourists;
- The private sector has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance.
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- FDOT has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an “in kind” and eligible local contribution that greatly enhances our competitive position;
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.
- **HSR WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!**

Florida House of Representatives  
Representative David Rivera  
District 112  
Page 3 of 3

We have an unprecedented opportunity to invest in a transportation alternative that is widely available in other developed countries around the world. The willingness of our federal government to invest in this travel mode has eluded us so far, yet there has never been a better time than now and there is no better place to invest in this mode than in Florida.

I offer my enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Rivera', with a stylized flourish underneath.

David Rivera  
State Representative  
District 112

COMMITTEE  
ASSIGNMENTS

Criminal & Civil Justice  
Appropriations Committee

Full Appropriations on  
General Government and  
Healthcare

Energy & Utilities Policy  
Committee

Government Accountability  
Act Council

Roads, Bridges, & Ports  
Policy Committee

**Florida House of Representatives  
Representative Darryl E. Rouson**

Darryl.Rouson@myfloridahouse.gov

DISTRICT OFFICES

441 45<sup>th</sup> Avenue South  
St. Petersburg, FL 33705  
(727) 552-1370

302 Manatee Avenue East  
Bradenton, FL 34208  
(941) 708-8570

TALLAHASSEE OFFICE

1003 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399  
(850) 488-0925

August 18, 2009

The Honorable Ray La Hood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

The Honorable Joseph Szabo, Administrator  
Federal Railroad Administration  
U.S. Department of transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Secretary La Hood and Administrator Szabo,

This letter is to express my support for the State of Florida's application to the Federal Railroad Administration for funding of the High-Speed Rail Corridor of Tampa-Orlando-Miami. Florida is competitively positioned to receive High Speed Rail funding designated under the American Recovery and Reinvestment Act, and State Legislators in Florida agree that Florida is prepared to move forward on a High Speed Rail.

Florida's decision makers have been planning to incorporate High Speed Rail into our transportation system for many years, and we now believe we have many advantages that make our state competitive to receive this funding. These specific advantages are:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (this corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a high speed rail system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many of whom are used to traveling by train at home;

- HSR is a green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elder population drives on our highways due to no viable alternatives;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different modes including airlines, existing and planned commuter and light rail systems, bus service and other modes;

Please carefully consider our request for High Speed Rail funding designated under the American Recovery and Reinvestment Act. The U.S. transportation infrastructure is in great need of efficiency enhancing investments, and Florida stands to benefit the greatest from this investment.

Regards,

Representative Darryl E. Rouson

**Representative Will Weatherford, District 61**  
**Op-Ed**  
**Florida High Speed Rail (413 Words)**

Florida has an unprecedented opportunity to move forward to address our state's mobility issues and take steps necessary to remain competitive in the new global economy.

The State of Florida recently submitted its application to compete for High Speed Rail funds designated by the American Recovery and Reinvestment Act (ARRA) of 2009. Securing the High Speed Rail project would connect the state's diverse communities and tourist attractions, stimulate high tech jobs, and would be a competitive attractor for business and investment long term.

ARRA designated \$8 billion for investments in High Speed Rail and has the potential to designate an additional \$5 billion. Florida is uniquely positioned to compete for these funds based on the previous work of the Florida High Speed Rail Authority (FHSRA) and the continuing commitment of the Florida Department of Transportation (FDOT). FDOT has invested hundreds of millions of dollars in preparing the Tampa Bay-Orlando Corridor for High Speed Rail including purchasing and preserving the right-of-way necessary to build a system. FDOT and FHSRA are to be applauded for this work and for their vision.

Economically, Florida is a great location for one of the first true High Speed Rail projects in America. The combined Tampa Bay-Orlando Corridor encompasses 23 counties, 8 million residents, 4.4 million workers, 338,000 business establishments with \$40 billion in sales as well as attracting millions of visitors from around the world each year, all in need of a more efficient means to travel across this corridor.

Beyond the state commitment to transit, both regions that make up the Tampa Bay-Orlando Corridor have made large community commitments and investments into local transit alternatives over the past decade. These regional efforts will greatly support and enhance the ability for High Speed Rail to work efficiently and effectively along the Tampa Bay-Orlando corridor. Further, a federal investment in High Speed Rail will greatly boost local transit efforts and encourage local communities to speed up implementation, creating a true win-win for our citizens.

Beyond the initial Tampa Bay-Orlando corridor, FHSRA and FDOT have long term goals to continue to prepare, study, and build the Orlando-Miami corridor and ultimately extend the system to Jacksonville.

Florida's application for High Speed Rail funds is extremely competitive and our state is well prepared to deliver one of the first true High Speed Rail projects in American. To be successful, Florida's elected leaders must voice strong commitment and support for our state's application and make High Speed Rail in Florida a top priority.

August 14<sup>th</sup> 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

Paul Nissenbaum, Director  
Office of Passenger and Freight Rail Programs  
Federal Railroad Administration  
U.S. Department of Transportation  
West Building-Mail Stop 20  
1200 New Jersey Ave SE  
Washington D.C. 20590

Dear Secretary LaHood and Mr. Nissenbaum:

I am pleased to express my support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail corridor of Tampa-Orlando-Miami. President Obama's Vision of High Speed Rail in America provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). The availability of this funding is based on a competition among eligible States, including the State of Florida. This letter of support, and similar ones from my colleagues across our great state, demonstrates our unified commitment to see plans come to fruition after decades of planning high speed rail.

High Speed Rail planning in the State of Florida has been occurring for decades. Past efforts have resulted in our preparedness on numerous fronts, including specific Florida statutes that are still in place. Florida offers the following specific advantages that line up perfectly with the criteria being scored in the national competition funding:

- The private sector has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance.
- The Tampa-Orlando corridor can begin construction of a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- FDOT has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;



- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many who are used to traveling by train at home;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- **HSR WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!**

There has never been a better time than now and there is no better place to invest in this mode than in Florida.

Sincerely,

John Wood

State Representative, District 65

## RESOLUTION

**WHEREAS**, the President and Congress of the United States have enacted the American Recovery and Reinvestment Act (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 which will make at least \$13 billion dollars available for high speed rail and intercity rail passenger service in the next five years, \$8 billion dollars which is available under the ARRA for "shovel ready" high speed rail projects; and

**WHEREAS**, in 1992, the Tampa-Orlando-Miami corridor was designated as the Florida high speed rail corridor and one of our Nation's ten national high speed rail corridors; and

**WHEREAS**, the Florida high speed rail corridor would provide service to 12.7 million Floridians, serving major urban counties with an overall average population density of 1,165 persons per square mile, equating to over 35,000 people per linear mile; and

**WHEREAS**, Florida can design, construct and commence operation of America's fastest high speed rail system in the Orlando-Tampa corridor for less cost per mile and provide more Americans with greater exposure to true high speed rail than any project in the Nation; and

**WHEREAS**, development of high speed rail in the Orlando-Tampa corridor would connect a super-region with over 6.8 million citizens, two international airports with over 51 million passengers and tourist destinations that attract over 50 million visitors annually, all of which are served primarily by a single six-lane highway; and

**WHEREAS**, to date, as a result of several major studies and procurement processes costing over \$10 million dollars, Florida also has identified two practical alternative corridors for the development of high speed rail service between Orlando and Miami; and

**WHEREAS**, the Orlando-Miami segment would provide connections to an additional 6 million people, two international airports with over 55 million annual passengers and three major seaports with over 8 million annual cruise ship passengers; and

**WHEREAS**, establishing long-distance traditional speed inter-city rail service between Jacksonville and Miami would link an additional 1.3 million Floridians to the Florida high speed rail corridor; and

**WHEREAS**, the combined projects establish a cost-effective foundation for commencing and developing high speed and inter-city rail service in Florida that would provide effective service to 14 million Floridians or approximately 76% of Florida's residents; and

**WHEREAS**, Florida has consistently been a donor to the federal trust fund for highway and transit dollars with Florida receiving less than 30 cents back for each transit dollar it generates, receiving the lowest per capita amounts of federal transportation stimulus dollars of any state in the nation; and

**WHEREAS**, Florida is projected to experience higher levels of unemployment with a disproportionately higher impact on Florida's building trades and the development of the proposed corridors would create over 25,000 permanent jobs and tens of thousands of construction jobs; and

**WHEREAS**, the development of high speed rail and intercity rail in Florida will catalyze the development of strong regional and local rail and bus transit systems, reduce congestion and air pollution and will promote better growth management; and

**WHEREAS**, federal funding of Florida's Tampa-Orlando-Miami high speed rail and Jacksonville to Miami inter-city rail applications would meet the goals and objectives of President Obama and the U.S. Congress, providing greater funding equity to Florida, create jobs and lay a new foundation for economic prosperity.

**NOW, THEREFORE, BE IT RESOLVED** that the Governor and Cabinet of the State of Florida do hereby support and urge President Obama, U.S. Transportation Secretary Ray LaHood and Federal Railroad Administrator Joseph C. Szabo to fully fund Florida's applications.

**BE IT FURTHER RESOLVED** that the Governor and Cabinet of the State of Florida do hereby urge and request that all members of Florida's Congressional delegation support Florida's high speed and inter-city rail applications.

**BE IT FURTHER RESOLVED** that the Governor and Cabinet of the State of Florida does hereby urge and request that the Florida Legislature enthusiastically support Florida's high speed and inter-city rail applications and take all reasonable and prudent steps to maximize Florida's ability to qualify for these federal funds.

**IN TESTIMONY WHEREOF** the Governor and Cabinet of the State of Florida have hereunto subscribed their names and have caused the Official Seal of the State of Florida to be hereunto affixed in the City of Tallahassee on this 15<sup>th</sup> day of September, 2009.



444 Brickell Avenue  
Suite 850  
Miami, FL 33131  
Tel. (305) 371-6399  
[www.audubonofflorida.org](http://www.audubonofflorida.org)

August 24, 2009

Honorable Ray LaHood, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

We are pleased to advise you that Audubon of Florida is in full support of the state of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. This is the complimentary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the state of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, help Florida better manage its growth while minimizing reducing environmental impacts associated with growth. Further, Audubon of Florida believes that the creation of a high speed rail system in Florida will significantly aid in reduction of greenhouse gasses and combat global warming.

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at [www.FastRailConnectUs.com](http://www.FastRailConnectUs.com), the web site of Florida's grassroots effort to support High-Speed Rail.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

Sincerely,

David Anderson  
Executive Director



August 21, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Secretary LaHood:

The Broward Workshop supports the State of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. This is the complimentary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009, which we likewise support.

The Broward Workshop is a private, non-profit business organization made up of the Chief Executive Officers or Managing Partners of 100 of Broward County's major businesses and professions who are committed to facilitate positive solutions to Broward County's critical issues. The Broward Workshop is also a founding partner of the Regional Business Alliance, whose mission is to promote Southeast Florida's first regional business network of CEO's working in partnership across County jurisdictional lines to address issues of strategic regional concerns.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the state of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while reducing pollution.

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at [www.FastRailConnectUs.com](http://www.FastRailConnectUs.com), the web site of Florida's grassroots effort to support High-Speed Rail.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

Thank you for your consideration. Please contact me at any time if you need further assistance.


Sincerely,

A handwritten signature in black ink, appearing to read "Charles L. Palmer", written over a horizontal line.

Charles L. Palmer  
Chairman

Home > News > A Resolution of Support Regarding a High-Speed Intercity Passenger Rail

## News

 RSS | [Print This Page](#) | Text Size: [A](#) [A](#) [A](#)

### A Resolution of Support Regarding a High-Speed Intercity Passenger Rail

Wednesday, August 19, 2009

At their meeting on August 17, 2009, CFDC Inc., the private sector board of the Central Florida Development Council, passed a Resolution in support of high-speed passenger rail in Central Florida. The Resolution follows:

#### A RESOLUTION OF SUPPORT

#### REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL

WHEREAS, the *Central Florida Development Council* is committed to improving the economy and quality of life for residents in Central Florida; and

WHEREAS, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

WHEREAS, the *Central Florida Development Council* is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to the Central Florida Region, and is needed in order to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and many political entities in the State of Florida are working in support of a *High-Speed Intercity Passenger Rail System*; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are volatile and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the *Central Florida Development Council* supports the design, construction and implementation of *High-Speed Intercity Passenger Rail System* in the Central Florida Region; and

AND BE IT FURTHER RESOLVED that the *Central Florida Development Council* is requested to work in concert with the *Central Florida Partnership and Tampa Bay Partnership* along with Chairman Lee Chira and the Florida High-Speed Rail Authority (FHSRA); to help secure a *High-Speed Intercity Passenger Rail System* from Tampa to Orlando with at least one stop in Polk County ; and

AND BE IT FURTHER RESOLVED that the *Central Florida Development Council* recommends that additional evaluation should be made in consideration of the location of the Polk County rail stop alternatives to ensure the stop leverages our economic development initiatives and assures an accessible location that will service the entire County.

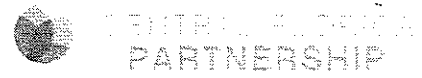
APPROVED AND ADOPTED by the *Central Florida Development Council* this 19th day of August 2009.

Signed this 19th day of August 2009.

2009 President

David Touchton

*Central Florida Development Council*



August 24, 2009

The Honorable Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood,

It's important for you to know that the *Central Florida Partnership* is in full support of High-Speed Rail for Florida. Along these lines, it is my pleasure to write in support of Florida's "Track 1B Application," for \$30 million, designed to support the proposed route of High-Speed Rail from Miami-Orlando. Specifically these dollars will be used to conduct Preliminary Engineering and NEPA Environmental Studies. As you know, this effort is complimentary to Florida's "Track 2 Application" to construct High-Speed Rail from Orlando-Tampa.

So you will know, the *Central Florida Partnership* was created as a place where regional leaders will convene, set priorities, address our region's toughest problems and identify our greatest opportunities. Serving business, civic and community leaders in Brevard, Lake, Orange, Osceola, Polk, Seminole and Volusia Counties - the *Central Florida Partnership* is a business led initiative where we will collaborate, cooperate and coordinate - solving the problems that matter most to the millions of people who live, work, learn and play in the *Central Florida Region*.

Immediately, one of the projects of the *Central Florida Partnership* is working to champion a regional multi-model transportation system. To advance this goal, the *Central Florida Partnership* has created the *Central Florida Transportation Corridors "Task Force,"* and is Co-Chaired by Carmen Dominguez, Carmen Dominguez Construction, LC, and Michael Weinberg, RIDA Associates, LP, to Co-Chair this important regional effort.

Our meetings are power-packed and deal with important Regional Transportation Issues as we work together to "advocate" for a "World Class Resident and Visitor Transportation System."

The Mission of the *Central Florida Transportation Corridors "Task Force"* is to embody an "*Ideas to Results*" agenda of the *Central Florida Partnership*, honoring the Shared Regional Vision as presented by *myregion.org - A Regional Development Program*. Toward this end, both the Board of Directors of the *Central Florida Partnership* and the members of the *Central Florida Transportation Corridors "Task Force"* support High-Speed Rail for Florida.

Along these lines, we believe that construction of High-Speed Rail between Tampa-Orlando-Miami is essential for the future progress of the State of Florida and to the establishment of a National Rail Passenger Network. We are working with Governor Crist, Florida's Legislative Leaders, Florida's Congressional Delegation, Local Officials, Business and Economic Development Organizations, Labor Groups, Environmental Organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while reducing pollution.

(Continued . . .)

August 24, 2009  
Page Two

We are encouraged by the degree of enthusiasm and support that the President's High-Speed Rail vision has generated in Florida and we believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at [www.FastRailConnectUs.com](http://www.FastRailConnectUs.com), the web site of Florida's "grassroots" effort designed to support High-Speed Rail for Florida. Ed Turanchik is President of *Connect Us* and is helping to guide this effort for all of Florida. Like Mr. Turanchik, we believe that Florida is prepared to realize President Barack Obama's "vision" and build America's first High-Speed Rail System.

Sincerely,



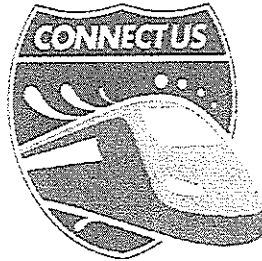
Jacob V. Stuart  
President and CEO  
*Central Florida Partnership*  
[jacob.stuart@ideastoreresults.org](mailto:jacob.stuart@ideastoreresults.org)

cc: Patricia J. Engfer, Chair, *Central Florida Partnership*,  
General Manager, Hyatt Regency Orlando International Airport  
Carmen Dominguez, Co-Chair, *Central Florida Transportation Corridors "Task Force,"*  
President, Carmen Dominguez Construction, LC  
Michael Weinberg, Co-Chair, *Central Florida Transportation Corridors "Task Force,"*  
Director of Acquisitions & Leasing, RIDA Associates, LP  
Mike Ketchum, Vice President of Public Policy, *Central Florida Partnership*  
Ed Turanchik, President, *Connect Us*  
Nazih K. Haddad, P.E., Manager, Passenger Rail Development,  
Florida Department of Transportation



CENTRAL FLORIDA  
PARTNERSHIP





August 24, 2009

Dear Secretary LaHood:

We are pleased to advise you that ConnectUs, Inc. is in full support of the state of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. ConnectUs is a statewide grassroots organization comprised of Florida's leading business, labor and environmental groups. We support Florida's application for funding of the Tampa-Orlando-Miami High-speed rail corridor.

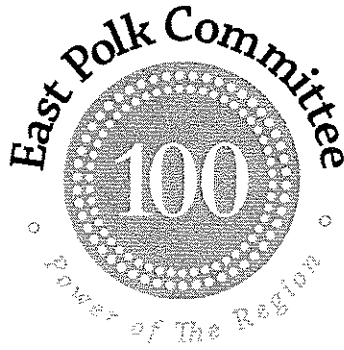
We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the state of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while minimizing reducing environmental impacts associated

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at our website, [www.FastRailConnectUs.com](http://www.FastRailConnectUs.com). Indeed, over a thousand Floridians joined our effort in just the last three business days.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

A handwritten signature in black ink, appearing to read "Ed Turanchik". The signature is fluid and cursive, with a long, sweeping line extending from the end.

Ed Turanchik  
President, ConnectUs, Inc.



### ***Participating Communities***

• Auburndale • Davenport • Dundee • Eagle Lake • Fort Meade • Frostproof  
• Haines City • Lake Alfred • Lake Hamilton • Lake Wales • Polk City • Winter Haven

## **A RESOLUTION OF SUPPORT REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL**

WHEREAS, the *East Polk Committee of 100* is committed to improving the economy and quality of life for residents in Central Florida; and

WHEREAS, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region: and

WHEREAS, the *East Polk Committee of 100* is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to the Central Florida Region, and is needed in order to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are volatile and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will support the effort of Florida's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the *East Polk Committee of 100* supports the design, construction and implementation of *High-Speed Intercity Passenger Rail System* in the Central Florida Region; and

AND BE IT FURTHER RESOLVED that the *East Polk Committee of 100* is requested to work in concert with the *Central Florida Development Council*, *Central Florida Partnership* and *Tampa Bay Partnership* along with Chairman Lee Chira and the Florida High-Speed Rail Authority (FHSRA); to help secure a *High-Speed Intercity Passenger Rail System* from Tampa to Orlando with at least one stop in Central Polk County; and

AND BE IT FURTHER RESOLVED that the *East Polk Committee of 100* recommends that additional evaluation should be made in consideration of the location in the central area of Polk County to ensure the stop leverages our economic development initiatives and assures an accessible location that will service the entire County, with emphasis on Polk County's population and its future growth patterns.

APPROVED AND ADOPTED by the *East Polk Committee of 100* this 4<sup>th</sup> day of September 2009.

Signed this 4<sup>th</sup> day of September 2009.



---

Jesse Douthit  
2009 Chairman  
*East Polk Committee of 100*



Florida Institute of Consulting Engineers  
AN AFFILIATED SOCIETY OF ENGINEERING COMPANIES OF FLORIDA  
PROFESSIONAL ENGINEERS IN PUBLIC WORKS OF FLORIDA

August 20, 2009

Mr. Nazih K Haddad, PE  
Manager  
Passenger Rail Development  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32308

Dear Nazih:

I would like to take this opportunity to offer the support of the Florida Institute of Consulting Engineers (FICE) for FDOT's application to the Federal Railroad Administration for the Orlando-Miami segment of the Florida High Speed Rail system. High Speed Rail is the future and we are ready in Florida for the future to be here NOW.

The American Recovery and Reinvestment Act of 2009 (ARRA) has been a tremendous stimulus for our nation as we work towards coming out of the economic doldrums that have gripped our country. Unfortunately, the Planning, Design and Engineering components of Transportation Projects have taken a back seat as ARRA puts the emphasis on "shovel-ready" projects. The money spent initially for this segment of the Florida High Speed Rail system would be spent entirely on the above components and would offer a tremendous infusion of stimulus in an industry that has been hit hard the past few years. Over 100 jobs for technical professionals would be created in Florida, which would have a significant impact to our industry.

Thank you for all your efforts to bring High Speed Rail to Florida and for allowing me to offer support for the Orlando-Miami corridor. Please let me know if you need further information or have any questions.

Sincerely,

Frank Rudd  
Executive Director



## The Florida Metropolitan Planning Organization Advisory Council

*Mayor Richard J. Kaplan*  
*Chairman*

August 5, 2009

The Honorable Charlie Crist  
Governor of the State of Florida  
The Capitol  
400 S. Monroe Street  
Tallahassee, FL 32399-0001

Dear Governor Crist,

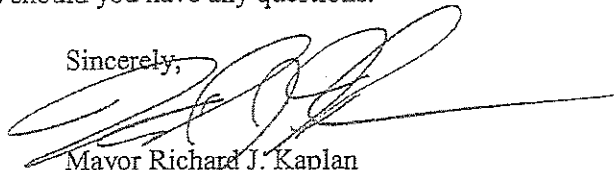
The Florida Department of Transportation (FDOT) recently submitted pre-application forms for federal High Speed Intercity Passenger Rail (HSIPR) Program funds to:

1. Construct the Tampa to Orlando leg of the proposed Florida High Speed Rail System and complete the environmental and engineering work for the Orlando to Miami leg,
2. Restore Amtrak passenger rail service on the Florida East Coast corridor between Jacksonville and Miami, and
3. Purchase an existing 61-mile freight rail corridor in Central Florida that will be used for multiple technologies including Intercity Rail, High Speed Rail, Commuter Rail and light rail.

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our endorsement of and thanks for the initiative and leadership being shown by the FDOT to secure funding for these three extremely important passenger rail projects. From Orlando to Jacksonville, from Southeast Florida to the Tampa Bay area, MPOs across the state have been working to increase the availability of premium passenger rail services within and between Florida's metropolitan areas. It is in that spirit that Florida's MPOs enthusiastically support each of the three proposed projects.

Thank you again for your current and future efforts to secure federal funds for premium rail services in Florida. We look forward to working with you, your staff and our transportation partners to advance multi-modal transportation options in Florida for the benefit of our citizens and businesses. Please contact Howard Glassman, MPOAC Executive Director at (850) 414-4062 should you have any questions.

Sincerely,



Mayor Richard J. Kaplan  
Chairman

cc: Secretary Stephanie Kopelousos, FDOT  
MPOAC members



**RESOLUTION OF SUPPORT**  
**REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL**

**WHEREAS**, the Greater Miami Chamber of Commerce comprised of over 2,500 businesses, with more than 5,700 members, is a regionally focused, activist chamber of commerce that promotes sustainable economic vitality and quality of life in South Florida and works to promote a strong economy; and

**WHEREAS**, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Florida; and

**WHEREAS**, the Greater Miami Chamber of Commerce is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009 with intentions due by July 10th and applications due in September 2009; and

**WHEREAS**, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to Florida, and is needed in order to relieve traffic congestion, provide transportation opportunities, linkages to Amtrack and provide a relief for intrastate mobility; and

**WHEREAS**, *High-Speed Intercity Passenger Rail System* will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

**WHEREAS**, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a *High-Speed Intercity Passenger Rail System*; and

**WHEREAS**, the U.S. Department of Transportation/Federal Railroad Administration has designated 11 major corridors for potential *High-Speed Intercity Passenger Rail* and the Florida Corridor comprises Orlando, Tampa and Miami; and

**WHEREAS**, the U.S. Department of Transportation/Federal Railroad Administration has established that Partnerships and Regional Connectivity are significant elements for selection; and that the Federal Transit Administration (FTA) has made significant investments in regional transportation in Southeast Florida through the South Florida Regional Transportation Authority (SFRTA); and

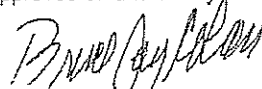
**WHEREAS**, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices fluctuate wildly and new federal air quality standards for ozone put the Florida at risk of being declared a non-attainment area which could result in sanctions being imposed; and


**WHEREAS**, *High-Speed Intercity Passenger Rail System* will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Miami Chamber of Commerce supports the design, construction and implementation of a *High-Speed Intercity Passenger Rail System* in Florida; and

**AND BE IT FURTHER RESOLVED** that the Greater Miami Chamber of Commerce shall work in concert with *Tampa Bay Partnership* and *Central Florida Partnership* to help secure a *High-Speed Intercity Passenger Rail System* for Florida that includes Miami, Tampa and Orlando.

Approved on this 1<sup>st</sup> day of July, 2009

  
\_\_\_\_\_  
Bruce Jay Colán  
Greater Miami Chamber of Commerce Chairman

  
\_\_\_\_\_  
Barry E. Johnson  
Greater Miami Chamber of Commerce President & CEO

RESOLUTION OF SUPPORT  
REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL

**WHEREAS**, the Greater Miami Convention & Visitors Bureau with more than 1,100 members, is a regionally focused, activist Convention & Visitors Bureau that promotes sustainable economic vitality and quality of life in Miami-Dade County and works to promote the Hospitality and Tourism industry; and

**WHEREAS**, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Florida; and

**WHEREAS**, the Greater Miami Convention & Visitors Bureau is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009 with intentions due by July 10<sup>th</sup> and applications due in September 2009; and

**WHEREAS**, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to Florida, and is needed in order to relieve traffic congestion, provide transportation opportunities, linkages to Amtrak and provide a relief for intrastate mobility; and

**WHEREAS**, *High-Speed Intercity Passenger Rail System* will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

**WHEREAS**, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a *High-Speed Intercity Passenger Rail System*; and

**WHEREAS**, the U. S. Department of Transportation/Federal Railroad Administration has designated 11 major corridors for potential *High-Speed Intercity Passenger Rail System* and the Florida Corridor comprises Orlando, Tampa and Miami; and

**WHEREAS**, the U. S. Department of Transportation/Federal Railroad Administration has established that Partnerships and Regional Connectivity are significant elements for selection; and that the Federal Transit Administration (FTA) has made significant investments in regional transportation in Southeast Florida through the South Florida Regional Transportation authority (SFRTA); and

**WHEREAS**, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices fluctuate wildly and new federal air quality standards for ozone put Florida at risk of being declared a non-attainment area which could result in sanctions being imposed; and

**WHEREAS**, *High-Speed Intercity Passenger Rail System* will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Miami Convention & Visitors Bureau supports the design, construction and implementation of a *High-Speed Intercity Passenger Rail System* in Florida; and

**AND BE IT FURTHER RESOLVED** that the Greater Miami Convention & Visitors Bureau shall work in concert with *Tampa Bay Partnership and Central Florida Partnership* to help secure a *High-Speed Intercity Passenger Rail System* for Florida that includes Miami, Tampa and Orlando.

Approved on this 29<sup>th</sup> day of September 2009.



Gene Prescott  
Chairman  
Greater Miami Convention & Visitors  
Bureau



William D. Talbert, III, CDME  
President & CEO  
Greater Miami Convention & Visitors  
Bureau



GREATER MIAMI CONVENTION & VISITORS BUREAU

701 Brickell Avenue  
Suite 2700  
Miami, FL 33131 USA

(305) 539-3000  
MiamiandBeaches.com



## **RESOLUTION**

**WHEREAS**, the President and Congress of the United States have enacted the American Recovery and Reinvestment Act (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 which will make at least \$13 billion dollars available for high speed rail and intercity rail passenger service in the next five years, \$8 billion dollars which is available under the ARRA for “shovel ready” high speed rail projects; and

**WHEREAS**, in 1992, the Tampa-Orlando-Miami corridor was designated as the Florida high speed rail corridor and one of our Nation’s ten national high speed rail corridors; and

**WHEREAS**, the Florida high speed rail corridor would provide service to 12.7 million Floridians, serving major urban counties with an overall average population density of 1,165 persons per square mile, equating to over 35,000 people per linear mile; and

**WHEREAS**, Florida can design, construct and commence operation of America’s fastest high speed rail system in the Orlando-Tampa corridor for less cost per mile and provide more Americans with greater exposure to true high speed rail than any project in the Nation; and

**WHEREAS**, development of high speed rail in the Orlando-Tampa corridor would connect a super-region with over 6.8 million citizens, two international airports with over 51 million passengers and tourist destinations that attract over 50 million visitors annually, all of which are served primarily by a single six-lane highway; and

**WHEREAS**, to date, as a result of several major studies and procurement processes costing over \$10 million dollars, Florida also has identified two practical alternative corridors for the development of high speed rail service between Orlando and Miami; and

**WHEREAS**, the Orlando-Miami segment would provide connections to an additional 6 million people, two international airports with over 55 million annual passengers and three major seaports with over 8 million annual cruise ship passengers; and

**WHEREAS**, establishing long-distance traditional speed inter-city rail service between Jacksonville and Miami would link an additional 1.3 million Floridians to the Florida high speed rail corridor; and

**WHEREAS**, the combined projects establish a cost-effective foundation for commencing and developing high speed and inter-city rail service in Florida that would provide effective service to 14 million Floridians or approximately 76% of Florida’s residents; and



**WHEREAS**, Florida has consistently been a donor to the federal trust fund for highway and transit dollars with Florida receiving less than 30 cents back for each transit dollar it generates, receiving the lowest per capita amounts of federal transportation stimulus dollars of any state in the nation; and

**WHEREAS**, Florida is projected to experience higher levels of unemployment with a disproportionately higher impact on Florida's building trades and the development of the proposed corridors would create over 25,000 permanent jobs and tens of thousands of construction jobs; and

**WHEREAS**, the development of high speed rail and intercity rail in Florida will catalyze the development of strong regional and local light rail, commuter rail and bus transit systems, reduce congestion and air pollution and will promote better growth management; and

**WHEREAS**, federal funding of Florida's Tampa-Orlando-Miami high speed rail and Jacksonville to Miami inter-city rail applications would meet the goals and objectives of President Obama and the U.S. Congress, providing greater funding equity to Florida, create jobs and lay a new foundation for economic prosperity.

**NOW, THEREFORE, BE IT RESOLVED** that the Greater Tampa Association of REALTORS®, Inc. does hereby support and urge President Obama, U.S. Transportation Secretary Ray LaHood and Federal Railroad Administrator Joseph C. Szabo to fully fund Florida's applications.

**BE IT FURTHER RESOLVED** that the Greater Tampa Association of REALTORS®, Inc. does hereby urge and request that all members of Florida's Congressional delegation support Florida's high speed and inter-city rail applications.

**BE IT FURTHER RESOLVED** that the Greater Tampa Association of REALTORS®, Inc. does hereby urge and request that the Florida Legislature enthusiastically support Florida's high speed and inter-city rail applications and take all reasonable and prudent steps to maximize Florida's ability to qualify for these federal funds.

**BE IT FURTHER RESOLVED** that on this 21<sup>st</sup> day of September, 2009 the Board of Directors of the Greater Tampa Association of REALTORS®, Inc. unanimously voted to support the Florida high speed rail project.

  
Jack Rodriguez, 2009 President



August 24, 2009

Secretary Ray LaHood  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

The Greater Tampa Chamber of Commerce fully supports High Speed Rail connecting Tampa-Orlando-Miami. We feel strongly that working together to obtain funding for the project through the federal stimulus is an urgent matter that will provide for an inclusive and unified voice for bringing High Speed Rail to Florida.

We are in full support of the state of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. This is the complimentary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009, which we likewise support.


The Greater Tampa Chamber of Commerce understands the need to provide transit solutions and believes that this is an important piece in helping those businesses in our super-region and around the state. This project is of vital economic importance due to its ability to create jobs across Florida, spurring the prosperity that our state so desperately needs during this recession.


The Greater Tampa Chamber of Commerce also knows how important High Speed Rail is to the success of TBARTA, SunRail, and TriRail and to the future of all state multi-modal transportation systems. We believe in regional mobility initiatives that move goods and people while maintaining the integrity of the area.

We all share the same core beliefs about our future and how our regions are stronger together. This is why the Greater Tampa Chamber of Commerce will continue to pledge its support for High Speed Rail in Florida.

We sincerely hope that we can work together to make this a reality for our state.

Sincerely,

  
Henry Gonzalez, III, Chair  
(Bank of Tampa)

  
Robert J. Rohrlack Jr., CEcD  
President and CEO

[www.tampachamber.com](http://www.tampachamber.com)

## A RESOLUTION OF SUPPORT REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL

WHEREAS, the Haines City Economic Development Council is committed to improving the economy and quality of life for residents in Central Florida; and

WHEREAS, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

WHEREAS, the Haines City Economic Development Council is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, implementation of High-Speed Intercity Passenger Rail System will greatly benefit all of the citizens of, and visitors to the Central Florida Region, and is needed in order to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, High-Speed Intercity Passenger Rail System will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are volatile and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Florida's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the Haines City Economic Development Council supports the design, construction and implementation of High-Speed Intercity Passenger Rail System in the Central Florida Region; and

AND BE IT FURTHER RESOLVED that the Haines City Economic Development Council is requested to work in concert with the Central Florida Development Council, Central Florida Partnership and Tampa Bay Partnership along with Chairman Lee Chira and the Florida High-Speed Rail Authority (FHSRA); to help secure a High-Speed Intercity Passenger Rail System from Tampa to Orlando with at least one stop in Polk County ; and

AND BE IT FURTHER RESOLVED that the Haines City Economic Development Council recommends that additional evaluation should be made in consideration of the location of the Polk County rail stop alternatives to ensure the stop leverages our economic development initiatives and assures an accessible location that will service the entire County.

APPROVED AND ADOPTED by the Haines City Economic Development Council this 9th day of September 2009.

Signed this 9th day of September 2009.

2009 Chairman  
Kathy A. Prince  
Haines City Economic Development Council

**RESOLUTION NO. R09-135**

**A RESOLUTION URGING FLORIDA'S  
CONGRESSIONAL DELEGATION AND THE  
FLORIDA LEGISLATURE TO SUPPORT  
FLORIDA'S HIGH SPEED AND INNER-CITY  
RAIL APPLICATIONS; PROVIDING AN  
EFFECTIVE DATE.**

Upon motion by Commissioner Norman, seconded by  
Commissioner White, the following resolution was adopted by a  
vote of 5 to 0; Commissioners \_\_\_\_\_ voting "NO."

**WHEREAS**, in 1992, the Tampa-Orlando-Miami corridor was designated as the  
Florida High Speed rail corridor as one of our nation's ten national high speed rail  
corridors; and

**WHEREAS**, the Florida High Speed rail corridor would provide service to 12.7  
million Floridians, equating to over 35,000 people per linear mile, and serving major  
urban counties with an overall average population density of 1,165 persons per square  
mile, and

**WHEREAS**, Florida can design, construct and commence operation of America's  
fastest High Speed rail system in the Orlando-Tampa corridor for less cost per mile and  
provide more Americans with greater exposure to true high speed rail than any project in  
the nation; and

**WHEREAS**, development of high speed rail in the Orlando-Tampa corridor  
would connect a super-region with over 6.8 million citizens, two international airports  
with over 51 million passengers and tourist destinations that attract over 65 million  
visitors annually, all of which are served principally and primarily by a single six lane  
highway; and

**WHEREAS**, the State of Florida and AmTrak also plan to apply for funding to  
establish long-distance traditional speed inter-city rail service between Jacksonville and  
Miami along the FEC and South Florida Rail Corridors, which would provide twice-a-

day and link an additional 1.3 million Floridians to the Florida High Speed Rail corridor;  
and

**WHEREAS**, the combined projects establish a cost-effective foundation for commencing and developing high speed and inter-city rail service in Florida that would provide effective service to 14 million Floridians or approximately 76% of Florida's residents; and

**WHEREAS**, Florida has consistently been a donor to the federal trust fund for highway and transit dollars with Florida receiving less than 30 cents back for each transit dollar it generates, receiving the lowest per capita amounts of federal transportation stimulus dollars of any state in the nation; and

**WHEREAS**, Florida is projected to experience higher levels of unemployment with a disproportionately higher impact on Florida's building trades and the development of the proposed corridors would create over 25,000 permanent jobs and tens of thousands of construction jobs; and

**WHEREAS**, the development of high speed rail and intercity rail in Florida will catalyze the development of strong regional and local rail and bus transit systems, reduce congestion and air pollution and will promote better growth management; and

**WHEREAS**, a historic coalition of economic development organizations, chambers of commerce, businesses, labor unions, growth management and environmental organizations have united to support Florida's high speed rail applications; and

**WHEREAS**, federal funding of Florida's Tampa-Orlando-Miami high speed rail and Jacksonville to Miami inter-city rail applications would meet the goals and objectives of President Obama and the U.S. Congress, providing greater funding equity to Florida, create jobs and lay a new foundation for economic prosperity.

**WHEREAS**, Hillsborough County and the City of Tampa would benefit as the terminus for an east-west high speed rail corridor which would enhance the I-4 Corridor;

**NOW, THEREFORE, BE IT RESOLVED** that Hillsborough County Board of County Commissioners hereby supports and urge President Obama, U.S. Transportation

Secretary Ray LaHood and Federal Railroad Administrator Joseph C. Szabo to fully fund Florida's Track 2 application for \$2.5 billion for design and construction of the Orlando-Tampa corridor and \$70 million for design and construction of the Jacksonville to Miami Amtrak inter-city service.

**BE IT FURTHER RESOLVED** that the Hillsborough County Board of County Commissioners hereby urges and requests that all members of Florida's Congressional delegation support Florida's high speed and inter-city rail applications.

**BE IT FURTHER RESOLVED** that the Hillsborough County Board of County Commissioners does hereby urge and request that the Florida Legislature enthusiastically support Florida's high speed and inter-city rail applications and take all reasonable and prudent steps to maximize Florida's ability to qualify for these federal funds.

**STATE OF FLORIDA  
COUNTY OF HILLSBOROUGH**

I, Pat Frank, Clerk of the Circuit Court and Ex-Officio Clerk of the Board of County Commissioners, do hereby certify that the above and foregoing resolution is a true and correct copy of a resolution adopted by the Board of County Commissioners of Hillsborough County, Florida, in its regular public meeting of October 7, 2009 the same appears on record in Minute Book 401 of the Public Records of Hillsborough County, Florida.

**WITNESS** my hand and official seal this 8th day of October, 2009.

PAT FRANK, CLERK

By: Beverly Anne Miller  
Deputy Clerk

Approved as to form and legality.

By: Mary Helen Farris  
Assistant County Attorney





August 4, 2009

Ms. Debbie Hunt  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32399

Mayor Joe Alfronti, Sr.  
City of Temple Terrace  
MPO Chairman

Commissioner Rose Ferlita  
Hillsborough County  
MPO Vice Chairman

Dear Ms. Hunt,

The Hillsborough County Metropolitan Planning Organization (MPO) would like to express support for the major effort you are undertaking to apply for federal funding for High Speed Rail (HSR) for Florida. We have supported the HSR connection between Tampa and Orlando as an integral part of regional transportation plans for many years and continue to want to take a proactive role in bringing this important project to fruition.

We would also like to reiterate our request for a representative to attend the joint meeting of the boards of the Hillsborough County and Pinellas County MPOs, to be held on September 22, 2009 at 9:00 AM. The meeting will be held in the Planning Commission boardroom located at 601 E. Kennedy Boulevard, 18<sup>th</sup> Floor. Public transportation connections across county lines will be discussed at this meeting as both MPOs are currently updating their Long Range Transportation Plans.

We also support the findings of the Final Environmental Impact Statement (FEIS) for the Tampa to Orlando HSR in its recommended station location for the Lakeland area. The FEIS states that the preferred station to serve the Polk County/City of Lakeland area is in the northwest quadrant of the Polk Parkway/I-4 interchange. Station locations farther east were evaluated and dismissed for a variety of reasons, including inadequate width of the I-4 median to accommodate a station platform; the HSR alignment would actually have to deviate from and return to the I-4 median at these easterly locations. The preferred station location at the I-4/Polk Parkway interchange not only does not have this disadvantage, it also reaches an additional travel market in Plant City. By locating the station in this area, it can serve both counties and also provide an opportunity for the rapidly growing eastern

Commissioner Kevin Beckner  
Hillsborough County

Councilman Joseph Caetano  
City of Tampa

Councilman John Dingfelder  
HART

Commissioner Ken Hagan  
Hillsborough County

Mayor Rick A. Lott  
City of Plant City

Louis Miller  
Hillsborough Co. Aviation Authority

Councilwoman Mary Mulhern  
City of Tampa

Councilman Tom Scott  
City of Tampa

Commissioner Mark Sharpe  
Hillsborough County

Joseph Waggoner  
Expressway Authority

Richard Wainio  
Tampa Port Authority

Hung T. Mai, P.E. (Ex-Officio)  
The Planning Commission

Donald J. Skelton, P.E. (Ex-Officio)  
FDOT, District Seven

Ramond A. Chiaramonte, AICP  
Executive Director

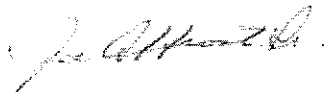
Hillsborough County  
Metropolitan Planning Organization  
P.O. Box 1110  
601 E. Kennedy, 18<sup>th</sup> Floor  
Tampa, Florida 33601-1110  
813/272-6040  
FAX NO: 813/301-7172  
FAX NO: 813/272-6255  
<http://www.hillsboroughmpo.org>  
e-mail: [transportation@plancom.org](mailto:transportation@plancom.org)

Hillsborough County area to have access to HSR in a convenient location. This station could provide the opportunity for HSR connections from this area to both downtown Tampa and the Orlando area.

The Hillsborough MPO would request that you strongly consider our position as part of an overall strategy of working with long range transportation decisions that we are making as part of our Long Range Transportation Plan which includes light rail, commuter rail, and express bus. We are working with the Tampa Bay Area Regional Transportation Authority (TBARTA) and the Hillsborough Area Regional Transit Authority (HART), as well as the District 7 office of FDOT to develop a plan that will serve our region in an efficient way, taking advantage of the coordination of all forms of transportation including HSR.

Thank you for your consideration.

Sincerely,



Joe Affronti, Sr.,  
Chairman

cc: Nazih Haddad  
MPO Members  
Stephanie C. Kopelousos, FDOT Secretary  
Tampa City Council  
Plant City Commission  
Hillsborough County BOCC  
City of Temple Terrace  
Bruce P. Cury, Chair, Planning Commission





DOUGLAS B. THOMAS  
CITY MANAGER

September 14, 2009

Ms. Stephanie C. Kopelousos, Secretary  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

Dear Secretary Kopelousos:

On behalf of the Lakeland Mayor & City Commission, I am pleased to enclose a certified Resolution of support for the Florida Department of Transportation's formal application to the Federal Railroad Administration for funding of the proposed High Speed Passenger Rail System. As you are aware, the City of Lakeland has been a long-time supporter for a Florida High Speed Rail system, especially along the I-4 corridor in our collective efforts to enhance regional connectivity. Please know that we stand ready to assist the Florida Department of Transportation in any and all manners to see this project become a reality which will greatly benefit all of Florida's citizens and visitors!

We look forward to tracking the progress of Florida's High Speed Rail application with the Federal Railroad Administration and please do not hesitate to contact me in the event we can provide any additional support for this outstanding endeavor.

Very truly yours,

Douglas B. Thomas  
City Manager

/jms

Enclosure

xc: US Senator Bill Nelson  
US Senator George LeMieux  
Congressman Adam Putnam  
Congresswoman Ginny Brown-Waite  
Senator J.D. Alexander  
Senator Paula Dockery  
Senator Ronda Storms  
Representative Mike Horner  
Representative Seth McKeel  
Representative Kelli Stargel  
Representative Baxter Troutman  
Representative John Wood

Lakeland Mayor & City Commission  
Polk County Board of County Commissioners  
Stan Cann, FDOT District 1 Secretary  
Debbie Hunt, FDOT Assistant Secretary for Intermodal Development  
Nazih Haddad, P.E., FDOT Manager, Passenger Rail Development  
Kathleen Munson, President, Lakeland Area Chamber of Commerce  
Ed Turanchik, President, *ConnectUs*  
Stuart Rogel, President & CEO, Tampa Bay Partnership  
Jacob Stuart, President & CEO, Central Florida Partnership

**RESOLUTION NO. 4778**

**PROPOSED RESOLUTION NO. 09-044**

**A RESOLUTION RELATING TO FLORIDA'S PROPOSED HIGH-SPEED PASSENGER RAIL SYSTEM; EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S FEDERAL FUNDING APPLICATION TO THE FEDERAL RAILROAD ADMINISTRATION; RECOMMENDING A LAKELAND STATION WITHIN THE SYSTEM; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the President of the United States has announced a strategic plan for the development of a national high speed rail network and is soliciting applications from ten high priority regional corridors, including the "Florida Corridor", to compete for an \$8 billion funding allocation through the American Recovery and Reinvestment Act (ARRA) of 2009; and

**WHEREAS**, in 2003 the appointed Florida High-Speed Rail Authority (the Authority) completed its evaluation of the best system and alignment for a high-speed rail corridor located along the median of Interstate 4 and linking the Tampa Bay and Orlando Metropolitan Areas with a stop in Lakeland, which has the highest concentration of municipal population and employment in Polk County; and

**WHEREAS**, the Florida Department of Transportation will submit an application to the Federal Railroad Administration that will initially request funding for the construction of a Phase I High Speed Passenger Rail System between Tampa and Orlando as a "shovel-ready" project based upon previous planning and environmental work associated with the National Environmental Protection Act (NEPA) process; and

**WHEREAS**, implementation of a High Speed Passenger Rail System will greatly benefit all of the citizens of, and visitors to the Central Florida Region, and is needed to relieve traffic congestion, provide regional transportation opportunities and provide a relief for Interstate 4 traffic; and

**WHEREAS**, the geography along the proposed Tampa-Orlando-Miami corridor is extremely well suited for a high speed rail system in lieu of costly unfunded transportation needs along Interstate 4 and Interstate 95; and

**WHEREAS**, the Florida Department of Transportation has preserved the median of the Interstate 4 corridor for a High Speed Passenger Rail System allowing it to be offered as an "in kind" contribution valued at \$1 billion; and

**WHEREAS**, the High Speed Passenger Rail System will become an integral part of Central Florida's balanced transportation system with concurrent development of improvements to roadways, bus transit and regional commuter/intercity rail systems which will greatly improve the mobility of the traveling public; and

**WHEREAS**, Florida's Central Florida Super Region comprised of 8.5 million people, coupled with the State's large tourist population base (estimated at 84 million people in 2008) is expected to positively impact anticipated ridership numbers on the High Speed Passenger Rail System, especially given direct linkage to the Orlando International Airport and connectivity to Central Florida attractions; and

**WHEREAS**, the adopted Lakeland Comprehensive Plan 2000-2010 includes policies that anticipate the selection of a High Speed Passenger Rail station location within the City of Lakeland; and

**WHEREAS**, the Florida Department of Transportation and its project consultant team have contacted the City to inquire about changes that have occurred along Interstate 4 in Lakeland since the completion of the Authority's original environmental and engineering analyses of the Tampa to Orlando corridor; and

**WHEREAS**, recent and pending land development activity along the Interstate 4 corridor in Lakeland provide opportunities for the evaluation of multiple station sites for public-private partnerships and coordination of transit oriented development and related land uses in support of High Speed Passenger Rail and planned regional mass transportation services.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA:**

**SECTION 1:** The foregoing findings are hereby adopted and incorporated herein.

**SECTION 2:** The City of Lakeland reaffirms its support for the establishment of the State of Florida proposed High Speed Passenger Rail System.

**SECTION 3:** Phase I of the Florida High Speed Passenger Rail System proposed along the Interstate 4 Corridor between Tampa and Orlando emphasizes the importance of a station location in the City of Lakeland as Polk County's largest population center.


**SECTION 4:** Future consideration of potential rail station sites in the City of Lakeland should include an evaluation of the following attributes:


- A. Site access via existing and proposed local transit services offered by the Lakeland Area Mass Transit District and planned regional services operated by the Polk Transit Authority, Tampa Bay Area Regional Transportation Authority and Central Florida Regional Transportation Authority (LYNX) and/or other entities.
- B. Proximity to areas with the greatest densities of population, employment, medical/health care facilities, educational and training facilities and recreational/cultural attractions.
- C. Consideration of existing and planned roadway and other intermodal capacity expansion projects.
- D. Opportunities for direct connections to planned premium transit services identified in the Polk County 2030 Long-Range Transportation Plan, including "bus rapid transit service" on US 98 between Interstate 4 and Bartow; express bus service on Interstate 4 between Osceola County and Hillsborough County; and fixed-route circulator service in the North Lakeland area.
- E. Connectivity to proposed commuter and light rail services in both Tampa and Orlando areas.

**SECTION 4:** This resolution shall take effect immediately upon its passage.

PASSED AND CERTIFIED AS TO PASSAGE this 8th day of September,  
A.D. 2009.

  
RALPH L. FLETCHER, MAYOR

ATTEST:   
KELLY S. ROOS, CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS:   
TIMOTHY J. McCAUSLAND  
CITY ATTORNEY



LAKELAND AREA MASS TRANSIT DISTRICT

RESOLUTION NO. 09-02

A RESOLUTION OF THE LAKELAND AREA MASS TRANSIT DISTRICT  
IN SUPPORT OF THE FLORIDA HIGH SPEED RAIL  
PROGRAM GRANT APPLICATION

WHEREAS, the Lakeland Area Mass Transit District is committed to expanding transit in the District and Polk County; and

WHEREAS, the Lakeland Area Mass Transit District's Citrus Connection Transit System has been serving the Lakeland area for twenty-seven years with routes connecting citizens and visitors to established residential, business, industry, and hospitality locations adjacent to the I-4 corridor and in the path of a planned High Speed Rail station; and

WHEREAS, to accommodate future growth, the Lakeland Area Mass Transit District will connect with High Speed Rail by working with other county, regional, state, and federal agencies to plan an adequate network of multi-modal transit to serve the High Speed Rail; and

WHEREAS, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life, and transit supportive development of the Lakeland Area Mass Transit District, Polk County and the Central Florida Region; and

WHEREAS, implementation of the Florida High Speed Rail Program will greatly benefit all of the citizens of, and visitors to Lakeland, Polk County, and the Central Florida Region, and is needed to reduce greenhouse gas emissions, reduce fuel consumption, relieve traffic congestion, and provide transportation opportunities; and

WHEREAS, implementation of the shovel ready Tampa to Orlando High Speed Rail will provide timely visibility to the value of a Nationwide High Speed Rail system to move citizens from city-to-city, state-to-state, and reduce the travel time and cost associated with other land and air transportation modes,

NOW, THEREFORE, BE IT RESOLVED that the LAKELAND AREA MASS TRANSIT DISTRICT supports the grant application, by Florida Department of Transportation, for funding of the Florida High Speed Rail Program through the High Speed Intercity Passenger Rail (HSIPR) Program so that construction of the Tampa-Orlando corridor and design and construction of the Orlando-Miami corridor may commence in 2011.

PASSED AND CERTIFIED AS TO PASSAGE this 21st day of September, A.D., 2009.

LAKELAND AREA MASS TRANSIT DISTRICT

BY: \_\_\_\_\_

Chairman

ATTEST BY: \_\_\_\_\_

Secretary

APPROVED AS TO FORM AND CORRECTNESS: \_\_\_\_\_

Attorney for District



## **RESOLUTION**

### **A RESOLUTION OF THE LAKELAND AREA CHAMBER OF COMMERCE IN SUPPORT OF HIGH-SPEED INTERCITY PASSENGER RAIL**

**WHEREAS**, the Lakeland Area Chamber of Commerce, representing its 1,900 member businesses, is committed to serve as a catalyst for the advancement of Lakeland's economic growth and enhancement of quality of life; and

**WHEREAS**, the Lakeland Area Chamber of Commerce, is committed to be a leading organization dedicated to creating a climate where business can prosper; and

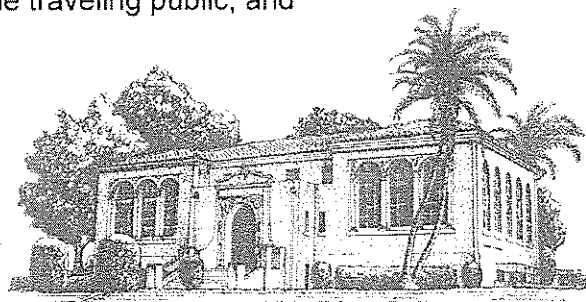
**WHEREAS**, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Polk County and the Central Florida Region; and

**WHEREAS**, the Lakeland Area Chamber of Commerce is aware that the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

**WHEREAS**, the Lakeland Area Chamber of Commerce is aware that the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

**WHEREAS**, implementation of High-Speed Intercity Passenger Rail System will greatly benefit all of the citizens of, and visitors to, the Central Florida Region, and is needed in order to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

**WHEREAS**, High-Speed Intercity Passenger Rail System will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways, bus transit and regional commuter/intercity rail, will greatly enhance the mobility of the traveling public; and



35 Lake Morton Drive  
P.O. Box 3607  
Lakeland, FL 33802-3607

- ESTABLISHED IN 1921 -

863/688-8551  
863/682-7454 Fax  
[www.lakelandchamber.com](http://www.lakelandchamber.com)

**WHEREAS**, the President of the United States, Barack Obama; the Secretary of the United States Department of Transportation, Ray LaHood; and many political entities in the State of Florida are working in support of a High-Speed Intercity Passenger Rail System; and

**WHEREAS**, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are volatile and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Lakeland Area Chamber of Commerce supports the design, construction and implementation of the High-Speed Intercity Passenger Rail system in the Central Florida Region; and

**BE IT FURTHER RESOLVED** that the Lakeland Area Chamber of Commerce supports the construction of a stop that best serves the populations of the City of Lakeland and Polk County.

**ADOPTED BY THE BOARD OF DIRECTORS OF THE LAKELAND AREA CHAMBER OF COMMERCE** this 26th day of August, 2009.

  
\_\_\_\_\_  
ANU SAXENA,  
2009 CHAIRMAN OF THE BOARD

  
\_\_\_\_\_  
KATHLEEN L. MUNSON,  
PRESIDENT





**Mayor and Council**  
Douglas T. Kinson, Mayor  
Bev Reponen, Vice-Mayor  
Philip F. Bonus  
Jeff S. Flowers, Ph.D.  
Linda J. Frosch, Esq

**City Manager**  
James S. Williams, P.E.  
407 539-6222  
Fax 407 539-6282

**Assistant  
City Manager**  
Wm. Brian Jones  
407 539-6221  
Fax 407 539-6282

**City Clerk**  
Maria Waldrop  
407 539-6219  
Fax 407 539-6282

**Community  
Development  
Director**  
Richard W. Wells, AICP  
407 539-6212  
Fax 407 539-6275

**CRA Director**  
Verl Emrick  
407 539-1255  
Fax 407 539-6282

**Management Services  
Director**  
Sharon Anselmo, CPA  
407 539-6201  
Fax 407 539-6282

**Fire Chief**  
Kenneth J. Neuhard  
407 539-6229  
Fax 407 599-0858

**Parks And Recreation  
Leisure Services  
Director**  
Chuck Jordan  
407 539-6264  
Fax 407 539-6282

**Police Chief**  
Douglas M. Ball  
407 539-6242  
Fax 407 539-2712

**Public Works  
Director**  
Rick Lamke, P.E., P.T.O.E.  
407 539-6252  
Fax 407 660-1677

August 11, 2009

Ms. Noranne Downs  
District 5 Secretary  
Florida Department of Transportation  
1719 S. Woodland Boulevard  
Deland, Florida 32720

Re: SunRail Funding Support  
High Speed Rail Support

Dear Ms. Downs:

This letter is provided to reiterate our commitment to the SunRail project and to support the Application for High Speed Intercity Passenger Rail Track 1 Funding of the Florida Department of Transportation for right-off-way acquisition for the 61.5 mile corridor that will facilitate intercity rail travel.

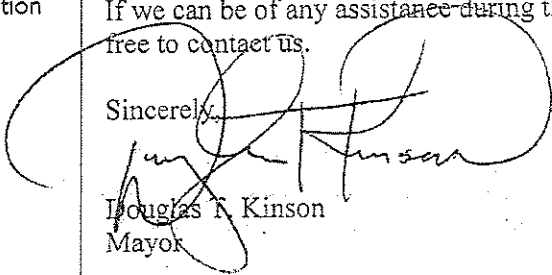
Further, the City of Maitland supports the Florida Department of Transportation Track 2 Application for Funding the Florida High Speed Rail Program (connecting Tampa, Orlando, and Miami); and the Florida Department of Transportation Track 2 Application for Funding Amtrak Service between Jacksonville and Miami on Florida's East Coast Railroad through the High Speed Intercity Rail Program.

All three of these systems will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within Florida.

The City of Maitland is committed to championing multi-modal transportation systems throughout all of Florida that will contribute significantly to enhancing the vitality and quality of life for all those who live in and visit Florida.

If we can be of any assistance during the application period, please feel free to contact us.

Sincerely,

  
Douglas T. Kinson  
Mayor

Received  
AUG 13 2008  
D5 Executive Suite



Strengthening Your Business and Our Community

**National Chamber of the Year**

Three-Time Winner Florida Chamber of the Year

## **RESOLUTION**

### **A RESOLUTION OF SUPPORT REGARDING HIGH-SPEED PASSENGER RAIL PROJECT PROPOSAL**

**WHEREAS**, the Manatee Chamber is committed to improving the economy and quality of life for our residents; and

**WHEREAS**, the Manatee Chamber of Commerce is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development a High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

**WHEREAS**, implementation of a High-Speed Intercity Passenger Rail System is needed in order to relieve traffic congestion, provide a multi-modal transportation system and provide a relief for I-4 traffic; and

**WHEREAS**, a High-Speed Rail Intercity Passenger Rail System will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit will greatly enhance the mobility of the traveling public; and

**WHEREAS**, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are volatile and new federal air quality standards for ozone put several regions in Florida including Manatee County at risk of being declared non-attainment areas which could result in sanctions being imposed; and

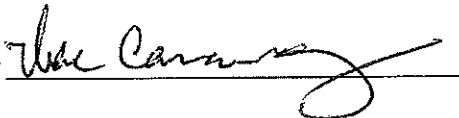
**WHEREAS**, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

**NOW THEREFORE, IT IS RESOLVED** that the Manatee Chamber of Commerce supports the design, construction and implementation of High-Speed Intercity Passenger Rail System in the Central Florida Region;

**AND BE IT FURTHER RESOLVED** that the Manatee Chamber of Commerce is requested to work in concert with the Tampa Bay Partnership along with the Florida High-Speed Rail Authority (FHSRA); to help secure a High-Speed Intercity Passenger Rail System from Tampa to Orlando.

I certify the Board of Directors duly adopted this Resolution on the 25<sup>th</sup> day of August 2009.

**MANATEE CHAMBER OF COMMERCE**

By: 

*Its: Chairman of the Board*

P.O. Box 321, Bradenton, FL 34206-0321 • (941) 748-3411 • Fax: (941) 745-1877 • [www.ManateeChamber.com](http://www.ManateeChamber.com) • E-Mail: [info@ManateeChamber.com](mailto:info@ManateeChamber.com)  
Downtown Bradenton Office: 222 10th Street West, Bradenton, FL 34205 • Lakewood Ranch Office at the McClure Center: 4215 Concept Court, Bradenton, FL 34211

Thank You to the Top-Level Supporters of Our Capital Campaign:

Dan and Corrine McClure • Schroeder-Manatee Ranch, Inc. • NDC Construction • Neal Communities • Whitney Bank • John Jackson





A Resolution Of The Home Builders Association of Metro Orlando supporting  
Florida High Speed Rail

WHEREAS, the Home Builders Association of Metro Orlando is committed to championing a multi-modal regional transportation system; and

WHEREAS, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

WHEREAS, implementation of High-Speed Rail for Florida will greatly benefit all of the citizens of, and visitors to the Central Florida Region, and is needed in order to relieve traffic congestion, provide transportation opportunities and provide substantial relief for primary transportation corridors; and

WHEREAS, High-Speed Rail for Florida will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and


WHEREAS, High-Speed Rail for Florida is needed to promote transit oriented sustainable growth and redevelopment of our Central Florida Region;

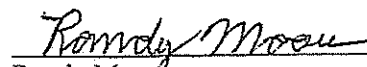
NOW, THEREFORE, BE IT RESOLVED that the Home Builders Association of Metro Orlando supports the design, construction and implementation of High Speed Rail for Florida;

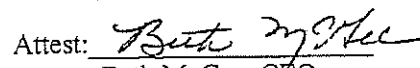
AND BE IT FURTHER RESOLVED that the Home Builders Association of Metro Orlando wishes to add its support to other groups, organizations and association across the State of Florida to help secure High-Speed Rail for Florida between Tampa, Orlando and Miami.

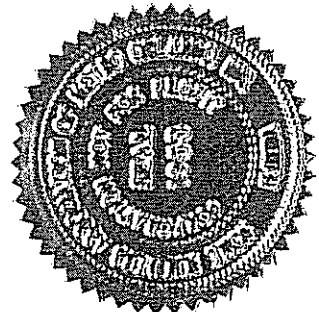
APPROVED AND ADOPTED by the Board of Directors of the Home Builders Association of Metro Orlando this 21<sup>st</sup> day of August 2009.

Signed this 26<sup>th</sup> day of August 2009.

  
Jim Cooper  
President

  
Randy Moore  
Secretary

Attest:   
Beth McGee, CEO





### CERTIFICATION

STATE OF FLORIDA

§

COUNTY OF ORANGE

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of Resolution No. 09-20 approved in a regular meeting of the METROPLAN ORLANDO Board on August 12, 2009. The original copy of this document is on file in the Administrative Offices of METROPLAN ORLANDO, 315 East Robinson Street, Suite 355, Orlando, Florida.

**IN WITNESS WHEREOF**, I have hereunto set my hand and official seal of the METROPLAN ORLANDO Board, this 12th day of August, 2009.

By:

A handwritten signature in cursive script, reading "Lena E. Tolliver", written over a horizontal line.

Lena E. Tolliver, Sr. Board Services  
Coordinator Board Services and Recording Secretary



APPROVED BY  
**METROPLAN ORLANDO**  
*J. Gallie 8/12/09*

**RESOLUTION NO. 09-20**

**SUBJECT:**

**SUPPORT FOR FLORIDA EAST COAST AMTRAK SERVICE  
THROUGH THE FEDERAL HIGH SPEED RAIL PROGRAM**

**WHEREAS**, alternative forms of passenger transportation must be provided at the local, regional, statewide and national levels to provide for a sustainable future; and

**WHEREAS**, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

**WHEREAS**, improving intercity passenger service in the State of Florida is consistent with plans developed by the Florida Department of Transportation and the metropolitan planning organizations serving Central Florida, including METROPLAN ORLANDO; and

**WHEREAS**, passenger rail service between Jacksonville and South Florida along Florida's east coast was discontinued in 1968 leaving Flagler, Volusia, Brevard, Indian River, St. Lucie and Martin Counties without any form of passenger rail service; and

**WHEREAS**, the Space Coast Transportation Planning Organization (serving Brevard County) is among the many entities that has made restoring passenger rail service along Florida's east coast a top priority; and

**WHEREAS**, METROPLAN ORLANDO recognizes that the benefits of projects of this nature extend beyond the immediate communities that are served resulting in a stronger region, a stronger state and a stronger nation; and

**WHEREAS**, the American Recovery and Reinvestment Act of 2009 provides federal funding for the development of high speed rail projects throughout the nation and the start-up of Amtrak passenger service between Jacksonville and South Florida in cooperation with the Florida East Coast Railway is considered to be an eligible project; and

**WHEREAS**, the Florida Department of Transportation has filed a pre-application for American Recovery and Reinvestment Act funding to provide long distance passenger service along Florida's east coast by making route and operational improvements to the existing railroad, building eight new stations and acquiring the necessary rolling stock;

Board Resolution No. 09-20

Subject: Support for Florida East Coast Amtrak Service

Page 2 of 2 pages

**NOW, THEREFORE, BE IT RESOLVED** that METROPLAN ORLANDO fully supports the application filed by the Florida Department of Transportation for American Recovery and Reinvestment Act funding to restore rail passenger service between Jacksonville and South Florida; and

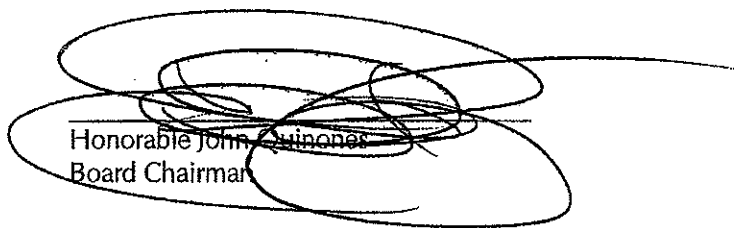
**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the restoration of Amtrak service along Florida's east coast.


Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12<sup>th</sup> day of August 2009.

**CERTIFICATE**

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

  
Honorable John Quinones  
Board Chairman

Attest:

  
Lena Tolliver  
Recording Secretary



### CERTIFICATION

STATE OF FLORIDA

§

COUNTY OF ORANGE

I HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 09-19 approved in a regular meeting of the METROPLAN ORLANDO Board on August 12, 2009. The original copy of this document is on file in the Administrative Offices of METROPLAN ORLANDO, 315 East Robinson Street, Suite 355, Orlando, Florida.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the METROPLAN ORLANDO Board, this 12th day of August, 2009.

By:

A handwritten signature in cursive script, reading "Lena E. Tolliver", written over a horizontal line.

Lena E. Tolliver, Sr. Board Services  
Coordinator Board Services and Recording Secretary



APPROVED BY  
**METROPLAN ORLANDO**  
*8-12-09 L. Follett*

**RESOLUTION NO. 09-19**

**SUBJECT:**

**SUPPORT FOR ACQUIRING THE CENTRAL FLORIDA RAIL CORRIDOR  
THROUGH THE FEDERAL HIGH SPEED RAIL PROGRAM**

**WHEREAS**, alternative forms of passenger transportation must be provided at the local, regional and statewide levels to provide for a sustainable future for the State of Florida; and

**WHEREAS**, the METROPLAN ORLANDO Board is committed to providing a balanced transportation system in Central Florida through its adopted Long Range Transportation Plan; and

**WHEREAS**, the Central Florida Rail Corridor currently owned by CSX Transportation provides an extraordinary opportunity to provide both rail passenger and freight services through Central Florida; and

**WHEREAS**, the Florida Department of Transportation has reached agreement with CSX Transportation to purchase the "A" line between DeLand in Volusia County and Poinciana in Osceola County for the purpose of initiating the SunRail commuter rail service, improving the freight distribution network and reducing highway traffic delays during peak periods; and

**WHEREAS**, our adopted Regional Transit System Concept Vision Plan provides for the SunRail commuter rail project planned to be the first component of a larger regional rail transit system that will include intercity high speed passenger rail, additional commuter rail services and light rail transit service; and

**WHEREAS**, a regional rail transit system is considered to be essential to provide for regional mobility, to promote economic development and to comply with federal air quality standards and the ambitious goals established by Governor Crist's Energy and Climate Change Action Plan; and

**WHEREAS**, the American Recovery and Reinvestment Act of 2009 provides federal funding for the development of high speed rail projects throughout the nation and the acquisition of the Central Florida corridor is considered to be an eligible project; and

**WHEREAS**, the Florida Department of Transportation has filed a pre-application for American Recovery and Reinvestment Act funding to acquire the Central Florida Rail Corridor;



Board Resolution No. 09-19

Subject: Support for Acquiring the Central Florida Rail Corridor

Page 2 of 2 pages

**NOW, THEREFORE, BE IT RESOLVED** that METROPLAN ORLANDO fully supports the application filed by the Florida Department of Transportation for American Recovery and Reinvestment Act funding to acquire the Central Florida Corridor; and

**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the Central Florida Corridor based on the work that has been accomplished to date and its potential to serve as the spine of a larger regional rail transit system.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12<sup>th</sup> day of August 2009.


**CERTIFICATE**

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.



Honorable John Quinones  
Board Chairman

Attest:



Lena Tolliver  
Recording Secretary



### CERTIFICATION

STATE OF FLORIDA

§

COUNTY OF ORANGE

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of Resolution No. 09-18 approved in a regular meeting of the METROPLAN ORLANDO Board on August 12, 2009. The original copy of this document is on file in the Administrative Offices of METROPLAN ORLANDO, 315 East Robinson Street, Suite 355, Orlando, Florida.

**IN WITNESS WHEREOF**, I have hereunto set my hand and official seal of the METROPLAN ORLANDO Board, this 12th day of August, 2009.

By:

Lena E. Tolliver

Lena E. Tolliver, Sr. Board Services  
Coordinator Board Services and Recording Secretary



APPROVED BY  
**METROPLAN ORLANDO**  
*Z. Yellin 8/12/09*

**RESOLUTION NO. 09-18**

**SUBJECT:**

**SUPPORT FOR THE FLORIDA HIGH SPEED RAIL PROJECT**

**WHEREAS**, alternative forms of passenger transportation must be provided at the local, regional and statewide levels to provide for a sustainable future for the State of Florida; and

**WHEREAS**, travel demand between Florida's major metropolitan areas is rapidly growing and expected to continue to increase; and

**WHEREAS**, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

**WHEREAS**, the Florida high speed rail project holds the promise of connecting Florida's urban centers and will transform our state, much like what was done by the interstate highway system and Florida's Turnpike; and

**WHEREAS**, the Orlando metropolitan area is in an ideal position to serve as the hub for a statewide high speed rail system and this opportunity is included in the region's Transit System Vision Concept Plan; and

**WHEREAS**, \$13 million was invested during 2001-2004 in planning for an innovative public-private partnership to develop a statewide high speed rail project in the State of Florida; and

**WHEREAS**, one of the products of this work was the Final Environmental Impact Statement (FEIS) for the Orlando-to-Tampa project which was approved by the Federal Railroad Administration in July 2005; and

**WHEREAS**, an additional \$4 million in federal funds was earmarked by Congress in 2004 with the help of Senator Bill Nelson and Congressman Adam Putnam for advancing the development of a high speed rail network in the State of Florida; and

Board Resolution No. 09-18

Subject: Support for Florida High Speed Rail Project

Page 2 of 3 pages

**WHEREAS**, the Passenger Rail Investment and Improvement Act that was approved by Congress and President Bush in 2008 provided some initial federal funding for the development of a competitive national high speed rail program; and

**WHEREAS**, the American Recovery and Reinvestment Act that was approved by Congress and President Obama in 2009 provided an additional \$8 billion in federal funding for the development of a national high speed rail program and the President has pledged to continue with a grant program that will provide an additional \$1 billion a year; and

**WHEREAS**, the United States Department of Transportation has designated 10 prospective high speed rail corridors in the nation – one of which is the Tampa-Orlando-Miami corridor – and this was reaffirmed in the national High Speed Rail Strategic Plan that was published in April 2009; and

**WHEREAS**, the United States Department of Transportation has issued guidance and is soliciting applications for grant funding to develop a number of high speed rail projects in the nation; and

**WHEREAS**, the visionary work that was done over the past eight years on the Florida high speed rail project puts Florida in the enviable position of being the most “shovel-ready” of any new high speed rail project in the nation;

**NOW, THEREFORE, BE IT RESOLVED** that METROPLAN ORLANDO applauds Governor Crist and the Florida Department of Transportation for continuing with the development of the Florida high speed rail project and filing the pre-application with the United States Department of Transportation for grant funding for the construction of the Orlando-Tampa segment and for the additional planning work that needs to be done for the Orlando-Miami segment; and

**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO goes on record as enthusiastically supporting the development of the Florida high speed rail project to improve our statewide transportation system and enhance the state’s economic development potential while protecting our environment; and

**BE IT FUTHER RESOLVED** that METROPLAN ORLANDO encourages the members of Florida’s Congressional delegation to fully support the state’s grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

**BE IT FURTHER RESOLVED** that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the Florida high speed rail project based on the work that has been accomplished to date, its readiness to proceed into construction and the potential it has for serving as a national model for effective intercity travel; and

Board Resolution No. 09-18

Subject: Support for Florida High Speed Rail Project

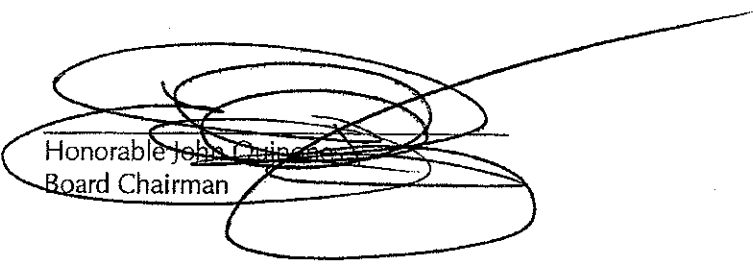
Page 3 of 3 pages

**BE IT FURTHER RESOLVED** that if federal funding is made available, the project will be incorporated in METROPLAN ORLANDO's Year 2030 Long Range Transportation Plan and we commit to providing complementary projects to ensure its success.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12<sup>th</sup> day of August 2009.

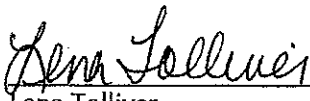
**CERTIFICATE**

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

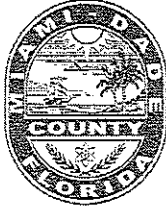


Honorable John Chipman  
Board Chairman

Attest:



Lena Tolliver  
Recording Secretary



DENNIS C. MOSS  
CHAIRMAN  
MIAMI-DADE BOARD OF COUNTY COMMISSIONERS  
DISTRICT 9



August 21, 2009

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary LaHood:

This correspondence serves as my support for the State of Florida's Track 1B application for the \$30 million Preliminary Engineering and NEPA Environmental studies needed for the proposed Orlando-Miami High Speed Rail initiative.

This project would be in the best interest of the future of Florida and its worldwide competitiveness. In addition, these environmental studies will provide the necessary foundation for a future High Speed Rail Link between Miami and Orlando and will assist the state's economy, reduce pollution and Interstate congestion.

I offer my support for this application, and I will be bringing a resolution to my full Board at the first meeting in September, to garner its support.

Sincerely,

A handwritten signature of Dennis C. Moss in dark ink.

Dennis C. Moss  
Chairman, District 9  
Board of County Commissioners

Downtown Office  
111 NW 1<sup>st</sup> Street, Suite 220  
Miami, Florida 33128  
(305) 375-4832 | Fax (305) 372-6011

District North Office  
10710 SW 211<sup>th</sup> Street, Suite 206  
Miami, Florida 33189  
(305) 234-4938 | Fax (305) 232-2892

District South Office  
1634 NW 6<sup>th</sup> Avenue  
Florida City, Florida 33034  
(305) 245-4420 Fax | (305) 245-5008

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No.14(A)(1)  
9-1-09

RESOLUTION NO. \_\_\_\_\_

RESOLUTION EXPRESSING SUPPORT FOR THE  
DEVELOPMENT OF A HIGH-SPEED INTERCITY  
PASSENGER RAIL SYSTEM IN FLORIDA

**WHEREAS**, President Obama and United States Secretary of Transportation LaHood have expressed support for the establishment of a High-Speed Intercity Passenger System; and

**WHEREAS**, the United States Department of Transportation has designated certain major corridors, including Miami, Orlando, and Tampa for potential High-Speed Intercity Passenger Rail; and

**WHEREAS**, the Florida Department of Transportation (FDOT) in partnership with the United States Department of Transportation is undertaking the development of an Intercity Passenger Rail System; and

**WHEREAS**, the implementation of a High-Speed Passenger Rail System will benefit the residents and visitors to all of Florida, especially Miami-Dade County, by relieving traffic congestion and establishing greater intrastate mobility; and

**WHEREAS**, increasing interconnectivity to Miami-Dade County will promote tourism and trade and strengthen the viability of Miami-Dade County's airport and seaport; and

**WHEREAS**, the development of a High-Speed Intercity Passenger Rail System is consistent with the laudable goals of reducing greenhouse emissions and dependence on foreign oil,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board, hereby

expresses its support for the development of a High-Speed Intercity Passenger Rail System in Florida.

The Prime Sponsor of the foregoing resolution is Chairman Dennis C. Moss. It was offered by Commissioner \_\_\_\_\_, who moved its adoption. The motion was seconded by Commissioner \_\_\_\_\_ and upon being put to a vote, the vote was as follows:

Dennis C. Moss, Chairman	
Jose "Pepe" Diaz, Vice-Chairwoman	
Bruno Barreiro	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Dorrian D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 1<sup>st</sup> day of September, 2009. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: \_\_\_\_\_  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.



Bruce Libhaber



**MIAMI-DADE COUNTY EXPRESSWAY AUTHORITY  
RESOLUTION NO. 09-05**

**WHEREAS,** the Miami-Dade County Expressway Authority ("MDX" or the "Authority") is a body politic and corporate, a public instrumentality and an agency of the State of Florida, established by Ordinance 94-215, adopted on December 13, 1994, by the Board of County Commissioners of Miami-Dade County (MDC), Florida, under and pursuant to the Florida Expressway Authority Act, Part I of Chapter 348, Florida Statutes; and

**WHEREAS,** MDX finds that the development of a High Speed Rail (HSR) service between Miami and Orlando will greatly enhance economic development and regional mobility in South Florida; and

**WHEREAS,** a HSR service between Miami and Orlando will afford travelers a viable alternative to air and highway travel between these two economic, trade, population and tourist destination centers to the benefit of both areas; and

**WHEREAS,** The Miami Intermodal Center (MIC) currently under construction adjacent to the Miami International Airport (MIA) will conveniently and efficiently facilitate the transfer of passengers among a variety of travel modes, including air, commuter rail, intra-city and inter-city bus, AMTRAK and Expressways, with previously planned station availability for HSR service; and

**WHEREAS,** due to recent substantial investment in excess of \$3.0 Billion by FDOT and MDC in the improvement of access roads in the vicinity of MIA; the MIC, and nearby expressways, good transportation policy commends leveraging this investment by the addition of a HSR modal component to the travel options in the region through designation of the MIC as the Miami hub for HSR; and

**WHEREAS,** The Federal Government (USDOT) has invested heavily in the MIC, with Vice President Biden on site in March 2009, proclaiming that this prototype of an intermodal travel center represents the future and

**WHEREAS,** MDX, in partnership with MDC, is exploring development of existing transportation corridors to accommodate Bus Rapid Transit (BRT). The potential for this additional travel option will enhance connectivity for HSR users.

**THEREFORE,** in light of the foregoing, **BE IT RESOLVED THAT** MDX supports development of HSR service between Miami and Orlando that will ensure travel at a sufficiently high speed to provide a viable alternative regional travel mode and urges the FDOT that in its final application it assures that the Miami-Orlando portion of the Florida HSR project truly be a High Speed train with a travel time of less than two hours between Miami and Orlando and that the cost will be earmarked from the Stimulus Funds to finish the environmental studies, acquisition of rights of way and working drawings, so the Miami-Orlando section can be bid ready before the end of 2012.

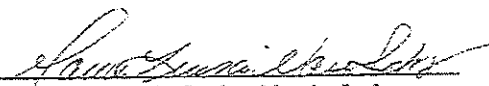
Effective Date. This Resolution shall take effect and be in force immediately upon its adoption.

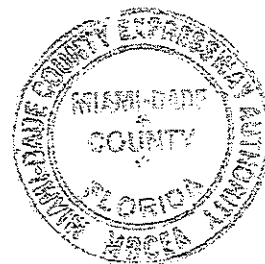
The foregoing resolution was offered by Board Member Maurice A. Ferré, who moved its adoption. The motion was seconded by Board Member Norman R. Wartman, and upon being put to vote, the votes were as follows:

Member Maurice A. Ferré	-aye
Member Robert W. Holland	-aye
Member Nick A. Inamdar	-aye
Member Carlos A. Lacasa	-absent
Member Felix M. Lasarte	-absent
Member Al Maloof	-aye
Member Gus Pego	-aye
Member Shelly Smith Fano	-aye
Member Yvonne Soler McKinley	-absent
Member Jorge M. Vigil	-aye
Member Norman Wartman	-aye
Vice Chair Louis V. Martinez	-aye
Chair Maritza Gutierrez	-aye

The Chairperson thereupon declared the resolution duly passed and adopted this 28th day of July, 2009.

Miami-Dade County Expressway Authority  
(MDX)

By:   
Maria Luisa Navia Lobo  
MDX Secretary





*A Public-Private Partnership*

### **Letter of Endorsement for High Speed Rail**

At its meeting of September 9, 2009, the Board of Directors of the New North Transportation Alliance unanimously passed a resolution supporting the State of Florida's application for high speed rail funding under the Obama administration's American Recovery and Reinvestment Act. The Board supports the concept of a high speed rail system connecting the major cities of the state, with the Orlando to Tampa segment representing the logical beginning project for such a system. Further, the Board believes that the Orlando to Tampa project is deserving of funding as the only proposed project to have received a Record of Decision from the Federal Transit Administration and to have already secured in public ownership all of the necessary right of way.

Established in 1994, the New North Transportation Alliance is a partnership of private sector businesses, employers, neighborhood groups, and public sector partners committed to jointly identifying and addressing transportation issues in the major destination center of Hillsborough County bordered by Busch Boulevard to the south, 22<sup>nd</sup> Street to the west, I-75 to the east and includes New Tampa to the north. Our Alliance includes the USF Tampa Campus, the University Mall, Busch Gardens, the James A Haley Veterans Hospital, five neighborhood groups and provides commuter assistance services to the businesses in the New North area. We are committed to advancing transportation choices for the traveling public, including alternatives to single-occupant vehicle travel, to reduce traffic congestion, improve air quality, and preserve quality of life in New North. The NNTA Board believes that the high speed rail project from Orlando to Tampa is a necessary element of regional multimodal transportation service that will strengthen the proposed light rail system for the Tampa Bay area and ultimately support better mobility in New North.

Sincerely yours on behalf of the NNTA Board,

Frank Margarella  
Chair

Thomas Locke  
NNTA Vice Chair

Sara Hendricks  
NNTA Interim Director

APPROVED  
BY ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS  
AUG 11 2009 NP/BS

# RESOLUTION

*of the*  
ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS  
*regarding*

## SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM

Resolution No. 2009-M-36

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the right-of-way for ninety percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, Orange County is committed to championing a multi-modal transportation system which will significantly enhance the quality of life and economic vitality of the Central Florida Region; and

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, a High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions.

NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Florida High Speed Rail Program for Track 2 funding within the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program.

ADOPTED THIS 11<sup>th</sup> DAY OF AUGUST, 2009.

ORANGE COUNTY, FLORIDA

By: Board of County Commissioners

By: 

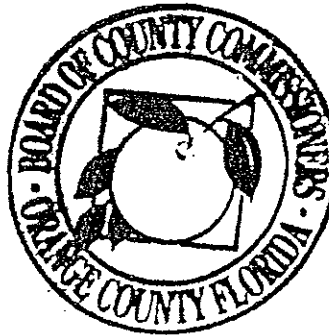
Richard T. Crotty

Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller  
As Clerk of the Board of County Commissioners

By: 

Deputy Clerk



RESOLUTION NO.

A RESOLUTION OF THE CITY OF ORLANDO, FLORIDA,  
SUPPORTING THE FLORIDA DEPARTMENT OF  
TRANSPORTATION TRACK 2 APPLICATION FOR  
FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, the City of Orlando is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

City Council Meeting: 8.10.09  
Documentary: 090810502

Resolution No.

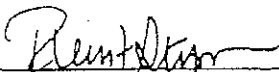
WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida that the City of Orlando supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

PASSED AND APPROVED by the City Council of the City of Orlando, Florida this 13 day of August, 2009.

CITY OF ORLANDO

  
MAYOR

ATTEST:

  
CITY CLERK

**RESOLUTION NO. 09-067R**

**A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF  
COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA  
DEPARTMENT OF TRANSPORTATION TRACK 2  
APPLICATION FOR FUNDING THE FLORIDA HIGH  
SPEED RAIL PROGRAM.**

**WHEREAS**, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

**WHEREAS**, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

**WHEREAS**, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

**WHEREAS**, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami, will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

**WHEREAS**, the Florida Department of Transportation has obtained the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

**WHEREAS**, the segment from Tampa to Orlando is ready to begin construction within two years; and

**WHEREAS**, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

**WHEREAS**, Osceola County is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and



**WHEREAS**, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project, and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

**WHEREAS**, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

**NOW THEREFORE, BE IT RESOLVED** by the Osceola County Board of County Commissioners, that Osceola County supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

**PASSED AND ADOPTED** by the Osceola County Board of County Commissioners, this 17th day of August, 2009.

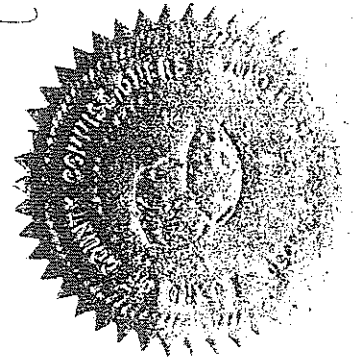
**OSCEOLA COUNTY BOARD  
OF COUNTY COMMISSIONERS**

By: \_\_\_\_\_

Chairman/Vice-Chairman

**ATTEST:**

Paula J. Carpenter  
CLERK/DEPUTY CLERK



8/18/09 *Markan*

Approved

**RESOLUTION 2009-**

**A RESOLUTION OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS  
IN SUPPORT OF THE FLORIDA HIGH SPEED RAIL PROGRAM GRANT  
APPLICATION**

WHEREAS, Polk County is committed to championing a multi-modal regional transportation system including High Speed Rail; and

WHEREAS, to that end, Polk County will support High Speed Rail by working with other agencies to plan stations and to plan an adequate network of multi-modal transit to service those stations; and

WHEREAS, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Polk County and the Central Florida Region; and

WHEREAS, a High Speed Rail Vision Plan was adopted in 2001 which anticipates eventual statewide service starting in what has been designated as the Tampa-Orlando-Miami Corridor; and

WHEREAS, extensive studies are either underway or have been completed for the proposed Tampa to Orlando corridor which makes Florida the only State that now offers the opportunity to begin construction on a new High Speed Rail project in under two years; and

WHEREAS, the Florida Department of Transportation (FDOT) completed an approved Final Environmental Impact Statement (FEIS) in August 2005 that included an evaluation of technical issues related to High Speed Rail service in Polk County; and

WHEREAS, these issues included cost, ridership, connections to local transit service, compatible land uses, and economic development, as well as, potential environmental, air quality, historic, archaeological, noise and vibration impacts; and

WHEREAS, the approved FEIS currently provides for one station to be located within Polk County; and

WHEREAS, there is need to update the FEIS to reflect current conditions and changes since the preparation of this document; and

WHEREAS, Polk County is aware that the Florida Department of Transportation (FDOT) has submitted a Pre-application under the High-Speed Intercity Passenger Rail (HSIPR) Program which may result in Federal stimulus funding for the Florida High Speed Rail Program which includes the Tampa-Orlando-Miami Corridor; and

WHEREAS, implementation of the Florida High Speed Rail Program will greatly benefit all of the citizens of, and visitors to Polk County and the Central Florida Region, and is needed to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, the Florida High Speed Rail Program will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of High-Speed Intercity Passenger Rail; and

WHEREAS, implementation of the shovel ready Tampa to Orlando High Speed Rail will provide timely visibility to the value of a Nationwide High Speed Rail system to move citizens from city -to-city and reduce the travel time and cost associated with other land and air transportation modes; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are soaring and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, the Florida High Speed Rail Program will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED, by the Polk County Board of County Commissioners at its regular meeting on August 18, 2009:

1. Polk County supports the grant application, by FDOT, for funding of the Florida High Speed Rail Program through the HSIPR Program so that construction of the Tampa-Orlando corridor and design and construction of the Orlando-Miami corridor may commence in 2011; and
2. Polk County supports the FDOT's effort to update the update the Final Environmental Impact Statement to ensure this document reflects the most current conditions in order to guide the development of High Speed Rail service in Polk County including the selection of a passenger station location.

Polk County Board of County Commissioners

By: \_\_\_\_\_  
Sam Johnson, Chairman

\_\_\_\_\_  
Date

## **RESOLUTION 2009-04**

### **A RESOLUTION OF THE POLK TRANSPORTATION PLANNING ORGANIZATION (TPO) IN SUPPORT OF THE FLORIDA HIGH SPEED RAIL PROGRAM GRANT APPLICATION**

WHEREAS, POLK TPO is committed to championing a multi-modal regional transportation system including High Speed Rail; and

WHEREAS, to that end, High Speed Rail is included in the Polk County Transportation Planning Organization's (TPO) Long Range Transportation Plan and the Transportation Element of Polk County's Comprehensive Plan provides that Polk County will support High Speed Rail by working with other agencies to plan stations and to plan an adequate network of multi-modal transit to service those stations; and

WHEREAS, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Polk County and the Central Florida Region; and

WHEREAS, a High Speed Rail Vision Plan was adopted in 2001 which anticipates eventual statewide service starting in what has been designated as the Tampa-Orlando-Miami Corridor; and

WHEREAS, extensive studies are either underway or have been completed for the proposed Tampa to Orlando corridor which makes Florida the only State that now offers the opportunity to begin construction on a new High Speed Rail project in under two years; and

WHEREAS, the Florida Department of Transportation (FDOT) completed an approved Final Environmental Impact Statement (FEIS) in August 2005 that included an evaluation of technical issues related to High Speed Rail service in Polk County; and

WHEREAS, these issues included cost, ridership, connections to local transit service, compatible land uses, and economic development, as well as, potential environmental, air quality, historic, archaeological, noise and vibration impacts; and

WHEREAS, the approved FEIS currently provides for one station to be located within Polk County; and

WHEREAS, there is need to update the FEIS to reflect current conditions and changes since the preparation of this document; and

WHEREAS, POLK TPO is aware the Florida Department of Transportation (FDOT) has submitted a Pre-application under the High-Speed Intercity Passenger Rail (HSIPR)

Program which may result in Federal stimulus funding for the Florida High Speed Rail Program which includes the Tampa-Orlando-Miami Corridor; and

WHEREAS, implementation of the Florida High Speed Rail Program will greatly benefit all of the citizens of, and visitors to Polk County and the Central Florida Region, and is needed to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, the Florida High Speed Rail Program will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of High-Speed Intercity Passenger Rail; and

WHEREAS, implementation of the shovel ready Tampa to Orlando High Speed Rail will provide timely visibility to the value of a Nationwide High Speed Rail system to move citizens from city -to-city and reduce the travel time and cost associated with other land and air transportation modes; and

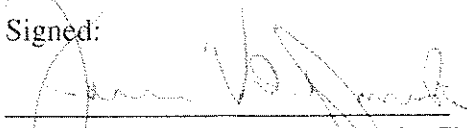
WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are soaring and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, the Florida High Speed Rail Program will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions; and

NOW, THEREFORE, BE IT RESOLVED, by the Polk Transportation Planning Organization (TPO) at its regular meeting convened on August 13, 2009:

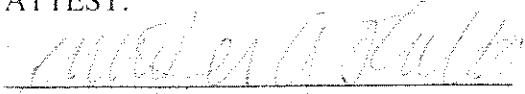
1. The TPO supports the grant application, by FDOT, for funding of the Florida High Speed Rail Program through the HSIPR Program so that construction of the Tampa-Orlando corridor and design and construction of the Orlando-Miami corridor may commence in 2011; and
2. The TPO supports the FDOT's effort to update the update the Final Environmental Impact Statement to ensure this document reflects the most current conditions in order to guide the development of High Speed Rail service in Polk County including the selection of a passenger station location.

Signed:

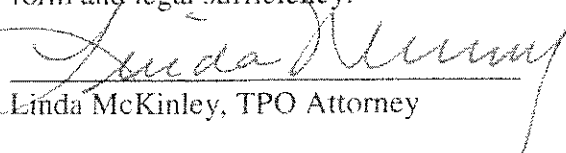
  
Commissioner James Verplanck, Chairman  
Polk Transportation Planning Organization (TPO)

8-13-09  
Date

ATTEST:

  
Jennifer Stults, TPO Director

Approved by the TPO Attorney as to  
form and legal sufficiency:

  
Linda McKinley, TPO Attorney

POLK TRANSIT AUTHORITY

RESOLUTION NO. 09-02

A RESOLUTION OF THE POLK TRANSIT AUTHORITY  
IN SUPPORT OF THE FLORIDA HIGH SPEED RAIL  
PROGRAM GRANT APPLICATION

WHEREAS, the Polk Transit Authority is committed to championing Polk County's multi-modal transit services to connect with a regional transportation system including High Speed Rail; and

WHEREAS, to that end, the Polk Transit Authority will support High Speed Rail by working with other county, regional, state, and federal agencies to plan an adequate network of multi-modal transit to serve the High Speed Rail; and

WHEREAS, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life, and transit supportive development of Polk County and the Central Florida Region; and

WHEREAS, implementation of the Florida High Speed Rail Program will greatly benefit all of the citizens of, and visitors to Polk County and the Central Florida Region, and is needed to reduce greenhouse gas emissions, reduce fuel consumption, relieve traffic congestion, and provide transportation opportunities; and

WHEREAS, implementation of the shovel ready Tampa to Orlando High Speed Rail will provide timely visibility to the value of a Nationwide High Speed Rail system to move citizens from city-to-city and reduce the travel time and cost associated with other land and air transportation modes,

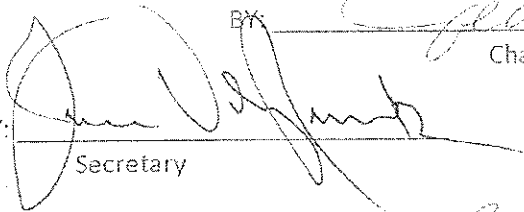
NOW, THEREFORE, BE IT RESOLVED that the POLK TRANSIT AUTHORITY supports the grant application, by Florida Department of Transportation, for funding of the Florida High Speed Rail Program through the High Speed Intercity Passenger Rail (HSIPR) Program so that construction of the Tampa-Orlando corridor and design and construction of the Orlando-Miami corridor may commence in 2011.

PASSED AND CERTIFIED AS TO PASSAGE this 26th day of August, A.D., 2009.

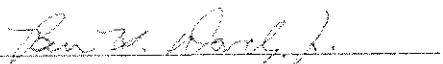
POLK TRANSIT AUTHORITY

BY: 

Chairman

ATTEST BY: 

Secretary

APPROVED AS TO FORM AND CORRECTNESS: 

Attorney for Authority

BOARD OF COUNTY COMMISSIONERS



August 17, 2009

Mrs. Noranne Downs, P.E.  
District 5 Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, FL 32720

RE: Seminole County's Support of the SunRail System in Central Florida  
and High-Speed Rail System

Dear Mrs. Downs:

As Chairman of the Seminole County Board of County Commissioners, I am writing this letter pledging Seminole County's support of the Florida Department of Transportation's Grant Applications for the SunRail System in Central Florida along with High-Speed Rail Track 1 and Tract 2 that serve the State of Florida. This item was discussed as part of my report at our board meeting on August 11<sup>th</sup>, 2009, and the commissioners gave their verbal support.

Unfortunately, we cannot adopt, execute, and forward formal resolutions of support until August 25, 2009; our next regularly scheduled board meeting. However, our Board supports all three applications and we look forward to seeing the implementation of these critical projects to serve the traveling public throughout the State of Florida.

If you have any questions, please contact me.

Sincerely,

Bob Dallari, Chairman  
Seminole County Board of County Commissioners

BD/JM/dr

c: Tawny H. Olore, P.E., Rail Transit Project Manager  
George Lovett, Director of Transportation Development (FDOT)  
Board of County Commissioners  
Cynthia A. Coto, County Manager  
Joseph Forte, Deputy County Manager  
Sabrina O'Bryan, Assistant County Manager  
Jerry McCollum, P.E., County Engineer  
W. Gary Johnson, P.E., Director, Department of Public Works





## **RESOLUTION OF SUPPORT**

### **REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL**

**WHEREAS**, the South Florida Regional Business Alliance is an alliance of CEOs representing three of the region's leading private business groups: Broward Workshop, Inc.; Economic Council of Palm Beach County, Inc.; and the Greater Miami Chamber of Commerce; and

**WHEREAS**, the South Florida Regional Business Alliance, together with its partner organizations, represents the interests of more than 2,700 of South Florida's businesses; and

**WHEREAS**, a multi-modal statewide transportation system supported by integrated multi-modal regional transportation systems will contribute significantly to the economic vitality and competitiveness, mobility, quality of life, and positive business climate of Florida; and

**WHEREAS**, the South Florida Regional Business Alliance is aware that the Florida Department of Transportation (FDOT), in partnership with the U.S. Department of Transportation, is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009 with intentions due by July 10th and applications due in September 2009; and

**WHEREAS**, the South Florida Regional Business Alliance has a long-standing record of supporting the creation of an integrated, multi-modal transportation system which includes not only a *High Speed Intercity Passenger Rail System* and comprehensive regional transportation systems, but also the creation of dedicated, long-term funding sources for regional transportation authorities, particularly the South Florida Regional Transportation Authority which needs dedicated funding this year in order to be able to continue honoring its commitments in the Full Funding Grant Agreement with the federal government, and ensure continued federal transportation funding for Florida; and

**WHEREAS**, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to, Florida and is needed in order to relieve traffic congestion, provide additional transportation opportunities, linkages to Amtrak and Tri-Rail, facilitate commerce throughout Florida, and enhance intrastate mobility; and

**WHEREAS**, a *High-Speed Intercity Passenger Rail System* will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways, bus transit and the South Florida Regional Transportation Authority's Tri-Rail system, will greatly enhance the mobility of the traveling public; and

**WHEREAS**, the President of the United States, Barack Obama; the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica, Congressman Mario Diaz-Balart, and Congresswoman Corrine Brown are working in support of a *High-Speed Intercity Passenger Rail System*; and

WHEREAS, the United States Department of Transportation / Federal Railroad Administration has designated 11 major corridors for potential *High-Speed Intercity Passenger Rail* and the Florida Corridor comprises Orlando, Tampa and Miami; and

WHEREAS, the United States Department of Transportation / Federal Railroad Administration has established that Partnerships and Regional Connectivity are significant elements for selection; and that the Federal Transit Administration has made significant investments in regional transportation in Southeast Florida through the South Florida Regional Transportation Authority (SFRTA); and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices fluctuate wildly and new federal air quality standards for ozone put Florida at risk of being declared a non-attainment area which could result in the imposition of sanctions; and

WHEREAS, a *High-Speed Intercity Passenger Rail System* will support Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

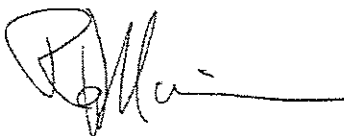
NOW, THEREFORE, BE IT RESOLVED that the South Florida Regional Business Alliance supports the design, construction and implementation of a *High-Speed Intercity Passenger Rail System* in Florida; and

BE IT FURTHER RESOLVED that the South Florida Regional Business Alliance shall work in concert with the *Tampa Bay Partnership*, *Central Florida Partnership* and other public and private stakeholders to:

(1) help secure a *High-Speed Intercity Passenger Rail System* for Florida that includes Miami, Tampa and Orlando; and

(2) support the creation of dedicated funding sources for regional transportation authorities in Florida, including the SFRTA, to ensure and provide the necessary connectivity for High Speed Rail and continue to enhance Florida's economic vitality and competitiveness, quality of life, and transportation options.

Approved on this 9<sup>th</sup> day of July, 2009



Ralph A. Marrinson  
Chair, South Florida Regional Business Alliance

2009 South Florida Regional Business Alliance Executive Committee

Chair	.....	Ralph A. Marrinson (Broward)
Vice-Chair	.....	Martin F. Perry (Palm Beach)
Treasurer	.....	James A. Cummings (Broward)
Member-at-Large	.....	Edgar Jones (Miami-Dade)
Member-at-Large	.....	Barry E. Johnson (Miami-Dade)
Member-at-Large	.....	Sean Alveshire (Palm Beach)

Donna Hart  
Mayor

September 9, 2009

Thomas J. Griffin  
Deputy Mayor

Jay S. Polachek  
Council Member

Mickey Hopper  
Council Member

Jarom Fertic  
Council Member

Thomas H. Hurt  
City Manager

Mr. Nazih Haddad  
Florida Department of Transportation  
605 Suwannee Street, MS 67  
Tallahassee, FL 32399

Dear Mr. Haddad:

Please accept this letter from the City of St. Cloud, Florida in support of the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail Corridor of Tampa-Orlando-Miami. Federal funding for High Speed Rail under the American Recovery and Reinvestment Act is provided by President Obama's *Vision for High Speed Rail in America* and St. Cloud joins other cities in the State of Florida in their commitment to bring High Speed Rail to reality.

The State of Florida has been planning for High Speed Rail for decades and is prepared. Specific State statutes are in place and the private sector has previously demonstrated its willingness to support High Speed Rail. Florida offers many specific advantages that align perfectly with the criteria being scored in the national competition for funding, including:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (this corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a high speed rail system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- High Speed Rail offers transportation mobility for our huge tourist population (84 million in 2008), many of whom are used to traveling by train at home;
- High Speed Rail is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;

- High Speed Rail will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elderly population drives on our highways due to no viable alternative;
- High Speed Rail has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- High Speed Rail offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different modes including airlines, existing and planned commuter and light rail systems, bus service and other modes;
- And, High Speed Rail will create thousands of permanent green jobs and greatly promote economic development at a time when they are most needed.

Florida has an unparalleled opportunity to advance a transportation option that is commonly accessible in many countries around the world. The City of St. Cloud believes that High Speed Rail is an investment in the future of the State of Florida and this application has our support.

Respectfully yours,

Donna Hart  
Mayor

RESOLUTION NO. 2009 - 342

**A RESOLUTION DECLARING SUPPORT FOR FLORIDA'S TRACK 2 APPLICATION FOR \$2.5 BILLION FOR DESIGN AND CONSTRUCTION OF THE TAMPA-ORLANDO CORRIDOR HIGH SPEED RAIL; URGING PRESIDENT BARACK OBAMA, U.S. TRANSPORTATION SECRETARY RAY LAHOOD AND FEDERAL RAILROAD ADMINISTRATOR JOSEPH C. SZABO TO GRANT THE APPLICATION AND FULLY FUND THE PROJECT; PROVIDING AN EFFECTIVE DATE.**

WHEREAS, development of high speed rail in the Tampa-Orlando corridor would connect a super-region with over 6.8 million citizens, two international airports with over 51 million passengers and tourist destinations that attract over 65 million visitors annually, all of which are served principally and primarily by a single six lane highway; and

WHEREAS, Florida can design, construct and commence operation of America's fastest high speed rail system in the Tampa-Orlando corridor for less cost per mile and provide more Americans with greater exposure to true high speed rail than any project in the nation; and

WHEREAS, Florida is projected to experience higher levels of unemployment with a disproportionately higher impact on Florida's building trades, and the development of the proposed corridor would create many additional permanent jobs and thousands of construction jobs; and

WHEREAS, federal funding and development of high speed intercity rail in Florida will catalyze the development of strong regional and local rail and bus transit systems, reduce congestion and air pollution, promote better growth management, and will lay a new foundation for economic prosperity.

**NOW, THEREFORE,**

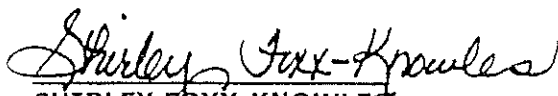
**BE IT RESOLVED BY THE CITY COUNCIL  
OF THE CITY OF TAMPA, FLORIDA:**


Section 1. That the City Council of the City of Tampa hereby declares its support for Florida's Track 2 application for \$2.5 billion for design and construction of the Tampa-Orlando corridor high speed rail, and respectfully urges President Barack Obama, U.S. Transportation Secretary Ray LaHood and Federal Railroad Administrator Joseph C. Szabo to grant the application and fully fund the project.

Section 2. That this resolution shall take effect immediately upon its adoption.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA,  
FLORIDA, ON SEPTEMBER 24, 2009**

**ATTEST:**

  
**SHIRLEY FOXX-KNOWLES**  
CITY CLERK

  
**THOMAS SCOTT**  
CHAIRMAN, CITY COUNCIL

**PREPARED BY:**

  
**MARTIN SHELBY**  
CITY COUNCIL ATTORNEY



COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

TAMPA BAY CHAPTER

## **Regional Transportation Projects Will Drive the Economy of the Future**

The NAIOP Tampa Bay Chapter remains focused on the job growth necessary to propel our region out of the current recession. NAIOP Tampa Bay advances responsible commercial real estate development and advocates for sustainable growth.

The Tampa Bay area has an unprecedented opportunity, through the TBARTA Master Plan, to start building a world-class regional transportation system. NAIOP Tampa Bay urges TBARTA and the elected leaders throughout the region to move quickly towards implementation of the plan. NAIOP Tampa Bay supports the proposed, additional penny of sales tax which will help fund the first links of the TBARTA system.

NAIOP Tampa Bay is working to define and promote the benefits of Transit-Oriented Development (TOD). NAIOP Tampa Bay offers its real estate expertise to assist local governments in updating their land development regulations in order to stimulate sustainable, mixed-use development around future transit stations. The expeditious enactment of these amendments is essential due to the threat of the "vote on everything" initiative (Amendment 4) which will appear on the November 2010 ballot.

NAIOP Tampa Bay also supports the Florida application for federal High Speed Rail funds. Florida is well-prepared to deliver one of the first, true High Speed Rail projects in America. Connecting Tampa Bay to Florida's other economic engines will secure necessary economic development and job growth and maintain global competitiveness.

NAIOP, the Commercial Real Estate Development Association, is the leading organization for developers, owners, and related professionals in office, industrial, and mixed-use real estate. NAIOP comprises 18,000 members in North America with more than 200 in the Tampa Bay area.

August 4, 2009

Contact: Mr. Mark Wanich, 2009 NAIOP Tampa Bay Chapter President, 813-600-8217 or [mcw3@yahoo.com](mailto:mcw3@yahoo.com).

# tampaBAY partnership

FOR IMMEDIATE RELEASE  
August 21, 2009

August 21, 2009

Mr. Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

We are pleased to advise you that the Tampa Bay Partnership is in full support of the State of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. The Tampa Bay Partnership is a CEO-led regional economic development organization with a mission to work with its partners to market the region nationally and internationally, to conduct regional research, and to coordinate efforts to influence business and government issues that impact economic growth and development. Founded in 1994, the Tampa Bay Partnership markets the entire seven-county, 4,200-square-mile area of west central Florida that includes Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota counties.

This is the complementary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009, which we likewise support.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the State of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while reducing pollution.

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at [www.FastRailConnectUs.com](http://www.FastRailConnectUs.com), the web site of Florida's grassroots effort to support High-Speed Rail.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

Sincerely,



Stuart L. Rogel  
President & CEO

4300 W. Cypress St., Suite 250 Tampa Bay, Florida 33607  
phone: 813-876-2208 fax: 813-872-9356  
[www.TampaBay.org](http://www.TampaBay.org)

**AMENDED**  
**VOLUSIA COUNTY**  
**METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION 2009-21**

**RESOLUTION OF THE VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)  
REGARDING SUNRAIL, HIGH SPEED RAIL, AND AMTRAK PASSENGER SERVICE ON THE FLORIDA  
EAST COAST LINE**

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**WHEREAS**, the Volusia County Metropolitan Planning Organization is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the County of Volusia and the cities of Flagler Beach and Beverly Beach in Flagler County; and

**WHEREAS**, the Volusia County Metropolitan Planning Organization has long been supportive of and has promoted transit as a much needed and viable modal alternative in Central Florida; and

**WHEREAS**, the Volusia County Metropolitan Planning Organization is aware that the Florida Department of Transportation intends to pursue and secure federal funds for three rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA) High Speed Rail initiative; and

**WHEREAS**, the three applications for ARRA funds are (1) to begin construction on the Tampa Bay to Orlando section of Florida's High Speed Rail initiative, (2) to purchase the ROW from CSX for the Central Florida Commuter Rail project (SunRail), and (3) to initiate Amtrak Passenger Service along the Florida East Coast Rail Corridor; and

**WHEREAS**, the Volusia County MPO has received requests from various groups, local governments, and governmental agencies seeking the MPO's support for several fixed guideway transit initiatives;

**NOW, THEREFORE, BE IT RESOLVED** by the Volusia County MPO:

- That the Volusia County MPO reaffirms that SUNRAIL must be, as the future backbone to transit in Central Florida, the priority project for fixed guideway projects in Central Florida;
- That the Volusia County MPO recognizes the benefits of pursuing additional transit systems and projects in Central Florida and throughout the State of Florida;



# AMENDED

- That the Volusia County MPO has been supportive of Florida's High Speed Rail Initiative and Amtrak Passenger Rail Service along the Florida East Coast since the early part of this decade;
- That the Chairman of the MPO or her designee is hereby authorized and directed to transmit this resolution to the following:
  - (a) the Governor, State of Florida;
  - (b) the Secretary of Transportation, State of Florida;
  - (c) the Secretary of the Department of Environmental Protection;
  - (d) the Interim Secretary of FDOT District V;
  - (e) the East Central Florida Regional Planning Council; and
  - (f) the Members of the Central Florida MPO Alliance
  - (g) the Volusia County Council
  - (h) the North Coast Transportation Planning Organization
  - (i) the Treasure Coast Regional Planning Council

**DONE AND RESOLVED** at the regular meeting of the Volusia County Metropolitan Planning Organization on the 25th day of August, 2009.

**VOLUSIA COUNTY**

**METROPOLITAN PLANNING ORGANIZATION**

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**County Council Vice-Chair Joie Alexander**  
**Chairperson, Volusia County MPO**

## **CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia County Metropolitan Planning Organization certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia County MPO held on August 25, 2009.

## **ATTEST:**

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**Pamela Blankenship, Recording Secretary**



WALT Disney World Co.

Mag Crofton  
President  
Walt Disney World Resort

September 28, 2009

Stephanie C. Kopelousos  
Secretary of Transportation  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

Re: Florida High Speed Rail Project

Dear Secretary Kopelousos,

We are pleased to support the Florida Department of Transportation's application for federal funding in connection with a high speed rail project between Orlando International Airport and downtown Tampa with proposed stops at the Orange County Convention Center, the Walt Disney World Resort area and Lakeland. The Central Florida region has for years sought solutions to its transportation issues. To that end, we commend the Florida Department of Transportation and its partners for their dedication to finding a long term solution to this community issue.

While many details are still yet to be worked out, we think this project makes sense for our community and will complement our current guest bus service between the airport and Walt Disney World Resort - Disney's Magical Express.

To facilitate this important initiative, we are willing to:

1. provide to the State, free of charge, up to fifty (50) acres of our property (representing a contribution value of approximately \$ 25 million to the project) as may be required for the high speed rail line and a high speed rail station at or near the Walt Disney World Resort (the "WDW Station");
2. extend our internal transportation service to a WDW Station, to facilitate the movement of rail passengers between the station and their ultimate destination within the Walt Disney World Resort; and
3. cooperate with you, and your selected high speed rail vendor, to resolve any land use or other changes that must be made to the Reedy Creek Improvement District (RCID) Comprehensive Plan and any other land use regulations related to the final location of the WDW Station and to the development and operation of high speed rail within RCID.



As part of, and in recognition of the substantial value of these contributions, we would expect to be given the right, at our sole option, to:

- a) approve the location of the WDW Station and that portion of the rail line located within the Walt Disney World Resort so as to minimize interference with our operations and future development plans;
- b) approve the design of the WDW Station and all attendant facilities at the Walt Disney World Resort (including landscaping and signage);
- c) approve any use of the WDW Station and such attendant facilities for any purpose other than the ticketing and embarkation/disembarkation of high speed rail passengers;
- d) operate the WDW Station if we choose to do so (failing which, the station operator would need to adhere to Disney-level operation and maintenance standards in order to meet our guest expectations); and
- e) construct, own and operate any parking facilities associated with the WDW Station if we choose to do so.

We expect that the details of this will be contained in a mutually satisfactory and legally-binding agreement once funding for the high speed rail project is available and a high speed rail vendor is identified. This letter is not a contractual commitment or binding obligation of any kind.

We look forward to working closely with you as the State pursues this very important initiative.

Sincerely,

*Meg Croft*

**RESOLUTION 2009-01**

**A RESOLUTION OF THE WINTER HAVEN AREA TRANSIT POLICY BOARD IN SUPPORT OF THE  
FLORIDA HIGH SPEED RAIL PROGRAM GRANT APPLICATION**

WHEREAS, Winter Haven Area Transit (WHAT) is committed to championing Polk County's multi-modal transit services to connect with a regional transportation system including High Speed Rail; and

WHEREAS, to that end, Winter Haven Area Transit will support High Speed Rail by working with other county, regional, state, and federal agencies to plan an adequate network of multi-modal transit to serve High Speed Rail; and

WHEREAS, a multi-modal regional transportation system including High Speed Rail will contribute significantly to enhancing the vitality, quality of life and transit supportive development of Polk County and the Central Florida Region; and

WHEREAS, a High Speed Rail Vision Plan was adopted in 2001 which anticipates eventual statewide service starting in what has been designated at the Tampa-Orlando-Miami Corridor; and

WHEREAS, extensive studies are either underway or have been completed for the proposed Tampa to Orlando corridor which makes Florida the only State that now offers the opportunity to begin construction on a new High Speed Rail project in under two years; and

WHEREAS, the Florida Department of Transportation (FDOT) completed an approved Final Environmental Impact Statement (FEIS) in August 2005 that included an evaluation of technical issues related to High Speed Rail service in Polk County; and

WHEREAS, these issues included cost, ridership, connections to local transit service, compatible land uses, and economic development, as well as, potential environmental, air quality, historic, archaeological, noise and vibration impacts; and

WHEREAS, the approved FEIS currently provides for one station to be located within Polk County, and

WHEREAS, there is need to update the FEIS to reflect current conditions and changes since the preparation of this document; and

WHEREAS, the WHAT Policy Board is aware the Florida Department of Transportation (FDOT) has submitted a Pre-application under the High-Speed Intercity Passenger Rail (HSIPR) Program which may result in Federal stimulus funding for the Florida High Speed Rail Program which includes the Tampa-Orlando-Miami Corridor; and

WHEREAS, implementation of the Florida High Speed Rail Program will greatly benefit all of the citizens of, and visitors to Polk County and the Central Florida Region, and is needed to relieve traffic congestion, provide transportation opportunities and provide a relief for I-4 traffic; and

WHEREAS, the Florida High Speed Rail Program will become an integral part of Central Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of High-Speed Intercity Passenger Rail; and

WHEREAS, implementation of the shovel ready Tampa to Orlando High Speed Rail will provide timely visibility to the value of a Nationwide High Speed Rail system to move citizens from city-to-city and reduce the travel time and cost associated with other land and air transportation modes; and

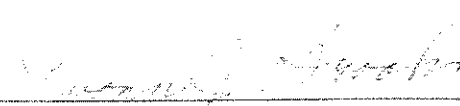
WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices are soaring and new federal air quality standards for ozone put the Central Florida Region at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, the Florida High Speed Rail Program will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions; and

NOW, THEREFORE, BE IT RESOLVED, by the Winter Haven Area Transit Policy Board (WHAT) at its regular meeting convened on September 9, 2009:

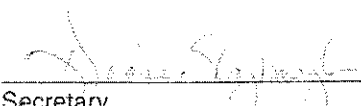
1. The WHAT Policy Board supports the grant application, by FDOT, for funding of the Florida High Speed Rail Program through the HSIPR Program so that construction of the Tampa-Orlando corridor and design and construction of the Orlando-Miami corridor may commence in 2011; and
2. The WHAT Policy Board supports the FDOT's efforts to update the Final Environmental Impact Statement to ensure this document reflects the most current conditions in order to guide the development of High Speed Rail service in Polk County including the selection of a passenger station location.

Signed:

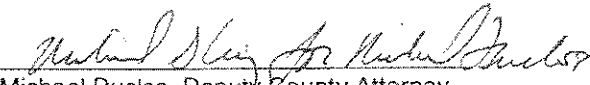
  
\_\_\_\_\_  
Mayor Yvonne Brooks, Chairman  
Winter Haven Area Transit Policy Board

9/9/09  
\_\_\_\_\_  
Date

ATTEST:

  
\_\_\_\_\_  
Secretary

Approved as to form and legal sufficiency:

  
\_\_\_\_\_  
Michael Duclos, Deputy County Attorney  
Polk County Board of County Commissioners  
Attorney for WHAT Policy Board